

Infrastructure Acceleration Fund

RFP Response Form



How to respond to the RFP

Please complete this RFP Response Form in relation to the Proposal that advanced through the EOI Stage.

Applicants can contact IAF@Kāingaora.govt.nz if there are any queries.

Content

The RFP Response Form has the following parts:

- **Part A-** General Information and Proposal Overview: detailed overview of the housing development and Supporting Material provided.
- **Part B-** Criteria Responses: detailed responses to the Eligibility and Evaluation Criteria.
 - **Schedule 1 (Eligible and ineligible infrastructure)**
 - **Schedule 2 (Cost and funding tables)**
 - **Schedule 3 (Status of Eligible Infrastructure Projects)**
 - **Schedule 4 (Dwellings Enabled – Direct and Additional Growth)**

Capitalised terms in this RFP Response Form shall have their meaning as set out in the Schedule to the RFP.

Completing this RFP Response Form

This RFP Response Form incorporates parts of the Applicant's responses at EOI Stage. This is to help reduce duplication of effort and enable Applicants to focus on refining their Proposals submitted at EOI Stage.

Applicants are requested to review, and if necessary, update any of their statements provided at EOI Stage. Updates should be inserted into the editable cells.

Applicants must complete this form using size 10 font.

Guidance

Kāinga Ora has prepared Guidance to help Applicants complete this form. The Guidance provides further information on the Supporting Material that Kāinga Ora is looking for in Applicants' responses to each Eligibility Criteria and each Sub-criteria.

Applicants should take the time to read and understand the Guidance.



Proposal Name: Ōtaki housing developments

Unique Identifier: P160

Part A – General Information and Proposal Overview

| 1. Known developers | Response at EOI Stage |
|--|--|
| <p>The names of each known housing developer expected to be involved in the housing development.</p> | <p>This Expression of Interest contains proposals for housing development to be undertaken in multiple locations in Ōtaki and includes the following developers / landowners:</p> <p>s 9(2)(b)(ii)</p> <p>- The Wellington Company Limited,</p> <p>s 9(2)(b)(ii)</p> |
| | <p>Update at RFP Stage</p> <p>In addition to the developers listed in the EOI, Kāpiti Coast District Council will be enabling development of social / affordable housing of land currently owned by the Council in Rangiora Road, Otaki. The development / ownership structure for this has not yet been finalised.</p> <p>s 9(2)(b)(ii)</p> |

| 2. Funding Request | Response at EOI Stage |
|--------------------|-----------------------|
| IAF Funding Sought | \$24,026,000 |
| | Update at RFP Stage |
| | \$34,222,930 |

| 3. Timing for drawdown of Funding | | | | | | | | | | |
|--|-------------|--------------|-------------|-------------|-----------|------|------|------|------|----------------|
| Timing when IAF funding is expected to be drawn. | | | | | | | | | | |
| | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 – onwards |
| Amount (\$) (EOI Stage) | \$7,729,000 | \$9,140,000 | \$6,232,000 | \$925,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Amount (\$) (RFP Stage) | \$8,201,000 | \$16,332,000 | \$3,133,000 | \$5,571,000 | \$985,000 | \$0 | \$0 | \$0 | \$0 | \$0 |

| 4. Housing Development and Outcomes | Response at EOI Stage |
|---|---|
| Description of the housing development and associated housing outcomes. | <p>[CONFIDENTIAL] Ōtaki housing developments is a joint Expression of Interest (EOI) from Council, Māori landowners and private developers and proposes to deliver a range of housing typologies across three development areas in the township of Ōtaki, including:</p> <ul style="list-style-type: none"> - Housing outcomes: the combined housing outcomes from this proposal are estimated to result in 1,158 new dwellings, with 804 of these being additional dwellings (compared to current forecasts) over the next 5- 7 years. The proposed developments would provide a diverse range of housing choices for the Ōtaki community, which is increasingly being impacted by rising |



house prices and limited availability of housing stock for purchase or rent. The three proposed developments and associated housing outcomes are as follows: s 9(2)(b)(ii)

The Wellington Company, Ōtaki Māori Racing Club, Otaki – 600 new dwellings; Multiple Developers, Rangiora Road, Ōtaki s 9(2)(b)(ii) new dwellings. For details refer to Supporting Material, Part B Q1: Map A: Proposed Ōtaki Developments with Kāpiti Coast District Overview. (Confidential)

- The proposed housing outcomes will provide a diverse range of housing choices, with affordable housing and Māori housing outcomes associated with about 70% of the total proposed new dwellings. The balance of housing outcomes will be available to the market. Subject to feasibility, the affordable housing will include Progressive Home Ownership housing on land acquired by The Wellington Company and Papakāinga housing together with a variety of housing typologies and other facilities on the s 9(2)(b)(ii) land. Land acquired by Council in the Rangiora Road development area is also intended to provide a range of housing outcomes including affordable and social housing.

- The housing outcomes are also located near employment opportunities, education facilities, other amenities and public transport, for further details refer to the attached Supporting Material Part B Q1 maps, Map B: ODP 2021 Zones for Town Centres, Business, Retail & Employment Areas, Map C: Education Facilities, Map D: ODP 2021 and GW NRP2019 Significant Cultural Sites and Map E: Transport and Accessibility

- s 9(2)(b)(ii)

Housing that is currently being developed is not seen as a realistic option for large parts of the community, who are having to move out of the district to more affordable areas. This shift of Ōtaki's local population and community, many of whom have lived in the town for generations, is seen as a threat to the traditional Māori heritage of the town. s 9(2)(b)(ii)

- The IAF funding is critical to unlock affordable and Māori housing in the respective Ōtaki development proposals. For further details refer to the attached Supporting Material, Part B Q1, F: Summary of proposed Ōtaki housing forecasts, outcomes and eligible infrastructure.

Update at RFP Stage

Refer to Council's EOI response. Additional updates for the RFP are as follows:

[CONFIDENTIAL] The Ōtaki Housing Developments proposal remains a joint response to Kāinga Ora Land and Community's (Kāinga Ora's) Request for Proposal, led by Council and including Māori landowners and private developers. The proposal is to deliver a range of housing typologies across three development areas in the township of Ōtaki defined under the Expressions



of Interest (EOI) stage, and updated as follows:

1. The three development areas and their housing outcomes are also located near employment opportunities, education facilities, Marae, culturally significant areas, other amenities and public transport, for further details refer to plans under Appendix B.1 – B.5 inclusive

2. The combined housing outcomes from this proposal are estimated to result in 1,141 new dwellings, with 843 of these being additional dwellings (compared to current forecasts) over the next 5- 7 years. The proposed developments will continue to provide a diverse range of housing choices for the Ōtaki community, which is increasingly being impacted by a lack of investment in public housing, rising house prices, limited availability of housing stock for purchase or rent and this has been exacerbated by the COVID-19 pandemic

3. The three proposed development areas and associated housing outcomes are as follows: s 9(2)(b)(ii)
[REDACTED] The Wellington Company, Ōtaki Māori Racing Club, Ōtaki – 593 new dwellings; Multiple Developers, Rangiuru Road, Ōtaki s 9(2)(b)(ii) new dwellings. For details refer to Appendix E.1

4. The proposed housing outcomes will provide a diverse range of housing choices, with affordable housing (within Kāinga Ora's price cap of \$650,000 or discounted market value) and Māori housing outcomes associated with about 84% of the total proposed new dwellings. This represents an overall 15% increase in affordable housing from the EOI stage. The balance of housing outcomes will be available to the market. Refer to Appendix E.3

5. Subject to feasibility, the proposed affordable housing will be situated on land acquired by The Wellington Company, Papakāinga housing together with a variety of housing typologies and other facilities on the s 9(2)(b)(ii)
[REDACTED]

6. s 9(2)(b)(ii)
[REDACTED] Housing that is currently being developed for the open market is not seen as a realistic option for large parts of the Ōtaki Community, who are having to move out of the district to more affordable areas. This shift of Ōtaki's local population and community, many of whom have lived in the town for generations, is seen as a threat to the traditional Māori heritage of the town. The social and cultural issues raised by the Iwi are reinforced by the housing needs data from a report prepared for Council, Research Report Housing Demand and Need in Kapiti District, November 2021 Livingston and Associates Ltd & Community Housing Solutions Ltd, refer to Appendix C.1



| | |
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| | <p>7. [REDACTED] s 9(2)(b)(ii)</p> <p>[REDACTED]</p> |
| | <p>8. The IAF funding remains critical to unlock affordable and Māori housing in the respective Ōtaki development proposals.</p> |

| 5. Status and Timing | Response at EOI Stage |
|---|---|
| Description of the current status and timing for the proposed housing development and associated infrastructure projects. | <p>[CONFIDENTIAL] The Council has recently adopted its 2021 LTP which continues the investment in the resilience of the District and supports the provision of additional infrastructure to accommodate forecasted growth. The LTP was also driven by the need to respond to the ongoing impacts of the COVID pandemic by providing a stimulus to the economy, creating local jobs and supporting sustainable growth.</p> <p>This EOI contains a number of housing developments at various stages of implementation. Based on current information it is anticipated that the initial housing outcomes, subject to consents being received, could commence from early 2022. The housing outcomes could be delivered over a five year period provided funding from the IAF is able to be secured. This is much faster than anticipated in the LTP and by current growth forecasts, but is reflective of the current housing demand.</p> <p>In order to support this, delivery of the eligible infrastructure would need to commence from 2022 onwards and would be subject to critical Infrastructure Acceleration Funding being received. This is earlier than anticipated in the Long Term Plan. If funding is not received, delivery of the housing outcomes in this proposal would not be achieved over the next 5 years and would be reliant on existing LTP timeframes or subject to funding being provided in future LTPs.</p> <p>For details refer to the attached Supporting Material, Part B Q1, F: Summary of proposed Ōtaki housing forecasts, outcomes and eligible infrastructure</p> |
| | Update at RFP Stage |
| | <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>This RFP response contains several housing development areas at various stages of pre-feasibility, feasibility, planning/master</p> |



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| | <p>planning and design/consenting. Based on updated information submitted by landowners and developers, Council anticipates that the initial housing outcomes, subject to consents being received, could be delivered from 2023. The housing outcomes could be delivered over a six-year period provided funding from the IAF is secured. This remains much faster than what was anticipated in the LTP and by current growth forecasts, but is reflective of the current housing demand. A programme has been prepared to consolidate all proposed developments within the housing development areas under a MS Project Schedule located under Appendix E.13.</p> <p>The Robert Bird Group was engaged by Council to prepare an Infrastructure Services Plan for the proposed Eligible Infrastructure. Robert Bird Group is an organisation with extensive track record in horizontal infrastructure planning and delivery in New Zealand. The Infrastructure Services Plan anticipates new and upgrades to eligible infrastructure projects for transport, water, wastewater and stormwater that will be required to accommodate the growth now being experienced in Ōtaki.</p> <p>The upgrades to the water services infrastructure includes the accelerated delivery of a new 5.5ml reservoir and associated reticulation network upgrades from the later years of the LTP. Wastewater and stormwater upgrades include upgrades to pump stations and reticulation networks. Upgrades to transport infrastructure includes several new or improvement upgrades to roads for improved accessibility, safety and network capacity.</p> <p>The Infrastructure Services Plan includes a programme that shows that the timing of the new or accelerated infrastructure needing to start as early as 2022 to align with the housing outcomes that are planned to be delivered in Ōtaki. For details refer to Appendix F.1 and Council's Proposed Scope and Cost Breakdown under Appendix G.1..</p> |
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| 6. Development Phase | Tick the box that best applies | |
|---|-----------------------------------|---|
| With reference to the Pre-Development/Construction Phases lifecycle diagram identified in the Guidance, please identify which Phase best applies to the Proposal. | Pre-Feasibility | ✓ |
| | Feasibility | ✓ |
| | Planning / Master Planning | ✓ |
| | Design / Consenting | ✓ |



7. Supporting Material

Please provide the full list of Supporting Material included in the RFP Proposal.

Appendix A.1 - KCDC growth-strategy-2021
 Appendix A.2 - UDIADraft
 Appendix A.3 - UDGADraft
 Appendix A.4 - kapiti-coast-growth-strategy-4sight
 Appendix A.5 - Otaki and wider district projections for Infrastructure Fund
 Appendix A.6 - MOEWellingtongrowthplan
 Appendix A.7 - MOE School Capacities
 Appendix A.8 -1320-Wellington-Regional-Gr
 Appendix A.9 - wellington-regional-hba-chp
 Appendix A.10 - KCDC long-term-plan-2021-41-part-one
 Appendix A.11 - KCDC long-term-plan-2021-41-part-two
 Appendix B.1 - Otaki Development KCDC inset
 Appendix B.2 - Otaki Zones, Business and Retail
 Appendix B.3 - Otaki Education Facilities
 Appendix B.4 - Significant Cultural Areas
 Appendix B.5 - Existing Transport
 Appendix C.1 – KCDC Housing Demand and Need in Kapiti District (Draft)
 Appendix C.2 - Residential Market Assessment
 Appendix C.3 - housing-report
 Appendix C.4 - MSD housing-register-june-2021 (1.12.2021)
 Appendix D.1 s 9(2)(b)(ii)
 Appendix D.2
 Appendix D.3
 Appendix D.4 - 20211027 IAF RFP Iwi Briefing
 Appendix D.5 s 9(2)(b)(ii)
 Appendix D.6 - Steering Group workshop
 Appendix D.7 - Steering Group governance model
 Appendix D.8 - Letter of support_Ngā Hapu o Ōtaki
 Appendix D.9 - Letter of support_Ngati Toa
 Appendix E.1 - Forecast Dwellings



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| | Appendix E.2 - Housing Typology Appendix E.3 - Price points Appendix E.4 – Housing programme Appendix E.5 - TWC OMRC Proposal Appendix E.6 - ANZAC Road Prelim Feaso Study Appendix E.7 - Rangiuru Rd Overview Appendix E.8 - s 9(2)(b)(ii) Appendix E.9 - Rangiuru - Site 2 KCDC Combined Appendix E.10 - s 9(2)(b)(ii) Appendix E.11 Appendix E.12 Appendix E.13 – Ōtaki Programme (combined Proposed Infrastructure and Housing Outcomes Schedule) Appendix F.1 – Infrastructure Services Plan Appendix F.2 – Land Acquisition Strategy Appendix G.1 – Proposed scope and cost breakdown |
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| 8. Key Milestones | | | |
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| In addition to the standard milestones set out for the relevant Phase in the Guidance, Applicants should identify any other milestones that are unique to the particular housing development (Specific Milestones). | Phase | Specific Milestone | Expected completion date |
| | EXAMPLE <i>Feasibility/ Concept Plan</i> | <i>Finalisation of whenua Māori acquisition process, to be reflected in the conditional agreement to acquire land.</i> | <i>March 2023</i> |
| | Design Consenting | <i>The Wellington Company's Ōtaki Māori Racing Club Fast-Track Consent application</i> | <i>December 2022</i> |
| | All Phases | <i>Refer to Appendix E.13 Ōtaki Programme for combined Infrastructure and Housing Outcomes schedule</i> | <i>August 2029</i> |
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| 9. Proposal Prioritisation | | |
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| <p>An Applicant with multiple Proposals should indicate their prioritisation of Proposals.</p> <p>Note: the agreed prioritisation of Programme Path Applicants and other joined up Applicants will be sought separately.</p> | Priority | Proposal Name |
| | 1 | <p>Potable water upgrades, refer to Appendix G.1:</p> <p>Storage Reservoir</p> <ul style="list-style-type: none"> • Construct new Otaki Reservoir, next to existing reservoir near Waitohu Valley Road, approx size 0.65 ML, refe 1.11 • Construct new Otaki Reservoir, near Ringawhati Road, approx size 5.5 ML, ref 1.12 • DN300 NRV (Outlet Supply), near Ringawhati Road, ref 1.13 • Land acquisition for new 5.5 ML reservoir, ref 1.11a <p>Pumping Station</p> <ul style="list-style-type: none"> • Upgrade existing water pumping station near County Road and Rahui Road, ref 1.14 • DN200 Rising Main along Rahui Road and Ringawhati Road to New 5.5ML Reservoir, ref 1.15 <p>New Supply Source (Bore)</p> <ul style="list-style-type: none"> • New Bore pumping station (Location TBC) complete with connecting pipeline (DN150 -200m Long), ref 1.16 <p>Pipeline Network</p> <ul style="list-style-type: none"> • DN20 replaced with DN 150, Water main along Anzac Road, ref 1.6 • DN100 replaced with DN150 along Aotaki St, ref 1.7. |
| | 2 | <p>Stormwater upgrades, refer to Appendix G.1:</p> <p>Stream Widening (upgrade)</p> <ul style="list-style-type: none"> • Upgrade stream near proposed Anzac Road development (GW Te Awahohonu Drain) including culverts, ref 2.2.1 • Diversion Channel |



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| | | <ul style="list-style-type: none"> • Surface water diversion channel (1000m) to prevent flows from the Cemetery above Anzac Road development, ref 2.2.2 • Down stream improvements, Concept, Preliminary and Detailed Designs, Property Owner / Stake holder/ Iwi liaison , Resource Consents, Contract Administration, ref 2.3.3 • Construction monitoring, ref 2.3.4 • Feasibility Study, ref 2.2.5. |
| | 3 | <p>Wastewater upgrades, refer to Appendix G.1:</p> <p>Rangiuru Road</p> <ul style="list-style-type: none"> • Upgrade/Rebuild waste water pump station servicing Rangiuru Road, ref 3.1 • DN 200 new rising main near Riverbank Road, ref 3.2 • DN200 upgrade main on Rangiuru Road, ref 3.3 <p>Anzac Road</p> <ul style="list-style-type: none"> • Upgrade/Rebuild waste water pump station at Raukawa Street, ref 3.4 • Upgrade waste water pump station at Mateno Street (Rangatira Street) , ref 3.5 • DN200 upgrade rising main along Raukawa Street, ref 3.6 • DN 250 upgrade rising main intersection of Rangatira Street and Aotaki Street, ref 3.7 • DN 300 upgrade main on Aotaki Street, ref 3.8 • DN 450 upgrade main Aotaki Street, ref 3.9 <p>Te Roto Road (Otaki Māori Racing Club)</p> <ul style="list-style-type: none"> • Upgrade waste water pump station at the Corner of Te Roto Road and Rahui Road, ref 3.10 • Upgrade waste water pump station in County Road, ref 3.11 • Upgrade waste water pump station in Arthur Street, ref 3.12 • 11m DN 200 upgrade rising main corner of Te Roto Road and Rahui Road, ref 3.13 • DN 250 upgrade rising main near Rahui Road, ref 3.14 • DN 250 upgrade rising main on Arthur Street and Dunstan Street, ref 3.15 • DN225 upgrade main on Te Roto Road, ref 3.6 • DN 350 upgrade main along Rahui Road and County Road, ref 3.17 • DN 350 upgrade main on Mill Road, ref 3.18 • DN 450 upgrade main on Dunstan Street, ref 3.19 • DN 400 upgrade main on Waerenga Road, Atmore Avenue, Lemon Street and Miro Street, ref 3.12 • DN 450 upgrade main on Riverbank Road, ref 3.121 |



| | | |
|--|---|---|
| | | <p>Otaki Service Upgrade</p> <ul style="list-style-type: none"> Upgrade waste water pump station at Riverbank Road near wastewater treatment plant, ref 3.22. |
| | 4 | <p>Transport upgrades: refer Appendix G.1:</p> <p>Anzac Road</p> <ul style="list-style-type: none"> Upgrade Anzac Road to Suburban Neighbourhood Road, with 5.7m Traffic lane, foot path and unsegregated cycling facilities, ref 4.7 New Intersection at Raukawa Street, ref 4.8 Intersection upgrade between Mill Road and Anzac Road, ref 4.9 Road Drainage, ref 4.10. |

| 10. Engagement with Central Government | Response at EOI Stage |
|---|--|
| Please describe any engagement/funding arrangements with central government on the infrastructure and/or housing development to date (including which agencies have been engaged and the status of those discussions) | <p>Through the Wellington Regional Growth Framework (WRGF) and Council's own recently established Housing Programme, it is actively engaged with other Territorial Authorities in the Wellington Region and Central Government agencies, including the Ministry of Housing and Urban Development (MHUD), Waka Kotahi, Te Puni Kōkiri (TPK) and Kāinga Ora Homes and Communities (Kāinga Ora), Iwi and community housing providers (CHPs) to enable partnerships that respond to growth and housing pressures across the District. Specific growth and housing initiatives Council is engaging with partners on including the following:</p> <ul style="list-style-type: none"> - Kāinga Ora are investigating the development of place-based Kapiti Area Development Strategy (KADS) in partnership with Council, Iwi and the Ministry of Housing and Urban Development. The KADS would work under the MAIHI framework putting Māori at the heart of the Kāpiti housing narrative, acknowledge the history of Māori housing and respond to these needs through kaupapa Māori approaches - The WRGF identified Ōtaki in its Draft Wellington Regional Growth Framework Report (February 2021) for an Urban Renewal Project and planning for and development of Future Urban Areas - Council has not received any funding from the above organisations. |
| | Update at RFP Stage |



Refer to Council's EOI response. Additional updates for the RFP are as follows:

Council in partnership with Kāinga Ora Homes and Communities held the first meeting to agree on the process for the establishment of a Place Based Approach for the Kāpiti District, including Ōtaki on 22nd November 2021.

Along with Ngāti Raukawa (Ngā Hapu o Ōtaki), Ngāti Toarangatira (Ngāti Toa) and Te Āti Awa, the additional key Government agencies to participate in this initiative include, Ministry of Housing and Urban Development, Ministry of Social Development, Te Puni Kōkiri, Waka Kotahi, Ministry of Education, Ministry of Business Innovation and Employment, Ministry of Transport and other government agencies will join the group as needed (OT, CCDHB, MCDHB etc).

The approach is likely to be informed by other examples from the successful implementation of the Steering Group initiative. Kāinga Ora have provided Council with a case study example from the Manukau Regeneration Programme for a Steering Group, including Whakaoratanga i Te Puhinui. For details Appendices D.6 and D.7.

Kāinga Ora supports the Steering Group establishment and has demonstrated this from their communication to Council: "The value of the Steering Group is we all work to our strengths and support agreed outcomes. For Kapiti this coordination will be critical as it is experiencing rapid growth that is leading the parties to act reactively and independently creating missed opportunities and duplication of activity. Kāinga Ora will support the discussion around the establishment of a Kapiti Steering Group and looks forward to feedback on the proposed governance model and arranging Next Steps." For details refer to Appendix D.7.

Ngāti Toa on behalf of Iwi has proposed an approach to move the housing agenda forward in Kāpiti, including the following from an email from Ngāti Toa (13/12/21):

:

"Mana Whenua form an ART Confederation committee (reporting to respective Iwi constituencies) to oversee our collective housing endeavour in Kapiti

Mana Whenua lead / Chair a combined Iwi / officials steering group to oversee the achievement of our collective housing aspirations in Kapiti

This leadership / undertaking is contingent on securing sufficient resource to enable Ati Awa and Raukawa to secure one each full time property professional to deliver on their work programme and associated responsibilities

Kim Tahiwi will engage with Council to work up a proposal to officials.



| | |
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| | <p>A follow-up meeting of Mana Whenua leaders and officials is held early in the New Year (February?) to co-design the operating parameters of the proposed Kapiti Steering Group.</p> <p>The inaugural meeting of the Kapiti Housing Steering Committee is held in March 2022 to agree a united work plan / programme and kick it off!”</p> |
|--|--|

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| 11. Non-financial Powers of Central Government | Response at EOI Stage |
|--|--|
| Identify how non-financial powers of central government (e.g. Ministerial RMA powers, RMA fast-track, Urban Development Act powers) could complement funding to maximise the outcomes. | <p>The potential non financial powers that could be utilised to maximise housing outcomes, include:</p> <ul style="list-style-type: none"> - COVID-19 Recovery (Fast-track Consenting) Act 2020: to fast-track consenting processes under the RMA for development and infrastructure projects - Kāinga Ora and the Urban Development Act 2020: to facilitate urban development that contributes to sustainable, inclusive and thriving communities. The UDA will grant Kāinga Ora, a new toolkit of statutory powers with which to undertake its urban development functions, including the provision of housing. This is an opportunity for Council to partner with Kāinga Ora as a mechanism to share resources and accelerate development. - The Public Housing Plan 2021: greater collaboration between Central Government, Government agencies, local government, iwi, Māori, CHPs and the construction industry; more new public housing in regional areas; more placed-based and MAIHI approaches. - Warm and dry home programme 2015 - Māori Housing Strategy 2014. |
| | Update at RFP Stage |

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Refer to Council's EOI response. Additional updates for the RFP are as follows:

Council is preparing to enable non-financial powers of central government through a Plan Change Process to its Operative District Plan (ODP) in early – mid 2022. These non-financial powers include:

1. Implementation of the National Policy Statement Urban Development (NPSUD) by updating Council's ODP
2. Under the Resource Management including (Housing supply and other matters) Amendment bill process, Council presented among other things its case to the Select Committee for Papakāinga developments to be considered under the Intensification Streamlined Planning Process
3. The Government and the opposition National Party's Housing Supply Bill which will allow up to three homes of up to three storeys to be built on most sites without the need for a resource consent
4. Iwi have significant land holdings in and surrounding Ōtaki, however the local organisations have limited funds, balance sheets, capability and capacity to undertake large housing developments s 9(2)(b)(ii) Wider support from central government and agencies is required to support these local Iwi organisations deliver affordable Māori housing in Ōtaki..

Council's LTP (p.254) provides for two urban development plan changes to be notified in 2022 and 2024. The above actions by Council from early 2022, will support the alignment of The Wellington Company's proposal for the Ōtaki Māori Racing Club development to application to the RMA Fast-Track Consent Process to the EPA in early 2022.

The Wellington Company has appetite to seek alternative fast-track process to support it deliver affordable housing, refer to Key Milestones above.



Part B – Eligibility and Evaluation Criteria Responses

Eligibility Criteria

The table below sets out the criteria which must be satisfied for a Proposal to be eligible for funding.

| 1. Eligible Applicant | <i>Response at EOI Stage</i> |
|---|---|
| <p>The Applicant is either:</p> <p>(a) a Territorial Authority; or</p> <p>(b) Māori/ a developer with sufficient rights in, or access to, the land (or a material proportion of the land) upon which the housing development will be built.</p> | <p>Only developer and Māori Applicants are required to respond to this question.</p> <p><i>Please outline the nature and extent of the Applicant's interests in the relevant land (being the land upon which the housing development will be built, not the infrastructure).</i></p> <p>Not applicable</p> |
| | <i>Update at RFP Stage</i> |
| | Noted as not applicable. |
| | <i>Supporting Material</i> |
| | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <ul style="list-style-type: none"> Noted as not applicable. |

| 2. Eligible Infrastructure Project(s) | Update at RFP Stage |
|--|--|
| <p>Minimum housing outcomes</p> <p>The Eligible Infrastructure Project(s) for which the Applicant is seeking funding must be expected to enable at least:</p> <ul style="list-style-type: none"> (i) 200 additional dwellings in tier one urban environments; (ii) 100 additional dwellings in tier two urban environments; or (iii) 30 additional dwellings elsewhere. | <p>Applicants are asked to complete Schedule 4 (Dwellings Enabled – Direct and Additional Growth).</p> |
| <p>Type</p> <p>The Eligible Infrastructure Project(s) for which the Applicant is seeking funding must be of the type traditionally paid for by local authorities and be for new or upgraded enabling infrastructure in the form of transport (including local roading, state highways, public transport infrastructure, footpaths and cycleways), three waters (water supply, wastewater and stormwater) and flood-management infrastructure.</p> | <p>Update at RFP Stage</p> <p>Applicants are asked to complete Schedule 1 (Eligible and Ineligible Infrastructure).</p> |
| <p>Dwellings enabled and timeframes</p> <p>The Eligible Infrastructure Project(s) for which the Applicant is seeking funding must be wholly or primarily for the purpose of enabling the building of new or additional dwellings in the short to medium term.</p> <p><i>Note: short to medium term in this context means, in most cases, that a material number of dwellings are built (to completion) by December 2029.</i></p> | <p>Update at RFP Stage</p> <p>Applicants are asked to complete Schedule 1 (Eligible and Ineligible Infrastructure) and Schedule 4 (Dwellings Enabled – Direct and Additional Growth).</p> |



| 3. Eligible Costs | Update at RFP Stage |
|--|--|
| <p>Funding requested under the Proposal relates to the following costs:</p> <ul style="list-style-type: none"> (a) feasibility studies and other early-stage planning work; (b) designing, consenting, tendering and acquiring land (where it is wholly required for Eligible Infrastructure Project(s)); (c) constructing Eligible Infrastructure Projects; and (d) in limited situations, non-capital administrative matters, where these are necessary to establishing complementary financing. | <p>Please complete Schedule 2 (Cost and Funding Tables).</p> |

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Part B – Eligibility and Evaluation Criteria Responses

Evaluation Criteria

The table below sets out the Evaluation Criteria. Applicants are requested to review, and if necessary, update any of their statements provided at EOI Stage.

| 1. Evaluation Criteria – Housing Outcomes 40% | | Response at EOI Stage |
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| 1.1 | The number of additional dwellings that the funding will enable relative to demand in that area. | <p><i>Please describe how the scale of the housing development will deliver a number of dwellings that is significant relative to demand in the area (being the region of the relevant Territorial Authority).</i></p> <p>[CONFIDENTIAL] The current number of dwellings in Ōtaki is 1,858 (2021) and with the development of the 1,158 housing outcomes, this proposal represents a 60% increase in new dwellings. The proposed developments provide a diverse range of housing choices for the Ōtaki community, which is increasingly being impacted by unaffordable housing, through rising house prices and limited availability of housing stock for purchase or rent. This is significant to the demand in the local community for the following reasons:</p> <ul style="list-style-type: none"> - The proposed scale of housing development is equitable to the scale of transport infrastructure investment, including the delivery of Transmission Gully, Mackays to Peka Peka, Peka Peka to Ōtaki and Ōtaki to North Levin Expressways which is making the area more attractive to new residents. - House values have risen rapidly across the Kāpiti Coast district in the last three years by an average of 29.1% according to a revaluation by Quotable Value (QV) in October 2020. The average house price in Kāpiti is now \$711,465, up from \$541,000 in 2017. This exceeds the current First Home Grant price cap for new dwellings in the Kāpiti District of \$650,000 by 9.5%. Approx 70% of proposed dwellings are below this price cap. - Māori heritage and unique character where the total population of 3,489 is 42% Māori. In recent years the ability for local people to stay living in the town has been challenged by increasing pressure on the affordability of housing (rent and market), forcing local people to move out of the area, live-in overcrowded situations, or other unsuitable solutions (cars, shed, caravans etc) away from their strong connections to whenua. Many of the developments are designed to meet this unmet need. - The public housing waiting list for Kapiti shows 181 people waiting for housing with 83% of these needing 1- or 2-bedroom properties. The number of people on the housing waiting list has increased from 12 in March 2016 and has rapidly increased since. The wait list does not take into account the growth of the hidden demand for social housing of 300 households prior to COVID-19, for details refer to https://www.kapiticoast.govt.nz/media/38290/ |

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| | | <p>housing-report.pdf</p> <ul style="list-style-type: none"> -Kāpiti has 241 public housing places, 62% of these tenants are at least 55 years old. Ōtaki has only 66 public housing places and the turnover of properties has been slow. - The significant increase in the number of people living in emergency accommodation for prolonged periods of time (45 people and 40 children currently housed in emergency accommodation). - The scale of development is needed to address the issues raised above which have been exacerbated through the COVID-19 pandemic. |
| | | Update at RFP Stage |
| | | <p>[CONFIDENTIAL] In 2021, Council engaged Livingston and Associates Ltd & Community Housing Solutions Ltd to prepare a housing needs assessment for the Kāpiti District including Ōtaki. The Research Report 'Housing Demand and Need in Kapiti District, November 2021' provides a detailed review and analysis of housing demand, for details refer to Appendix C.1.</p> <p>Forecasted demand for rentals will increase in Ōtaki by 2,260 dwellings between 2018-2048 and comprises a 83% increase in standalone (690 dwellings) and 100% increase in multi-unit dwellings (140 dwellings). Similarly, demand for owner occupied housing will increase 77% (1,380 dwellings) and 125% (50 dwellings) for standalone and multi-unit dwellings respectively.</p> <p>The demand analysed from the housing needs assessment compared to the proposed 1,141 dwellings to be delivered in next 7-8 years within the three development areas representing at least 50% of the forecast housing demand alone. For details refer to Appendices A.5 and E.1.</p> |
| | | Supporting Material |
| 1.2 | The proportion of lower-cost houses expected | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <ul style="list-style-type: none"> Appendix A.5 - Otaki and wider district projections for Infrastructure Fund Appendix C.1 - KCDC housing needs final draft Appendix E.1 - Forecast Dwellings |
| | | Response at EOI Stage |



to be enabled by the Eligible Infrastructure Project(s) (primarily informed by typology of housing expected to be built).

Please:

(a) describe the expected typology of the proposed dwellings, such as the proportion of dwellings that are standalone, terraced, and/or apartments and section sizes;

[CONFIDENTIAL] The housing typologies of the proposed housing outcomes will include a range of detached, semi-detached, terraced dwellings and section sizes to meet the needs of the local Ōtaki community and market, including the following:

s 9(2)(b)(ii)

- The Wellington Company, Ōtaki Māori Racing Club, Ōtaki: the development site proposes to provide approximately 600 dwellings, on surplus development land identified around the racing track. The proposed housing typologies include a mix of detached and terraced style housing that are intended to be on average 120 square meters. Approximately 420 of the total dwellings are proposed to be delivered under the Progressive Home Ownership model.

- Multiple developers, Rangiora Road, Ōtaki: the Rangiora Road development area includes a diverse range of detached, semi-detached housing and potentially terraced housing targeting a range of households including affordable, market and elderly Māori households. with some landowners providing a mix of housing types ranging from s 9(2)(b)(ii) (for single households) through to at least s 9(2)(b)(ii) for larger families. As a landowner Council is exploring a range of public and affordable housing options to be delivered on its site.

(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region); and

[CONFIDENTIAL] House values have risen rapidly across the Kāpiti Coast district in the last three years by an average of 29.1% according to a revaluation by Quotable Value (QV) in October 2020. The average house price in Kāpiti is now \$711,465, up from \$541,000 in 2017. The First Home Grant price cap for new dwellings in the Kāpiti District is \$650,000.

The three development proposals presented for Ōtaki target up to 792 dwellings or about 70% of the 1,158 proposed housing outcomes to be delivered within the price cap, including the following:

s 9(2)(b)(ii)



s 9(2)(b)(ii)

- The Wellington Company, Ōtaki Māori Racing Club, Ōtaki: within the Ōtaki Māori Racing club development, approximately 420 dwellings (of the 600 proposed dwellings) will be targeted within the threshold of the price cap under the Progressive Home Ownership model.

- Multiple developers, Rangiuru Road, Ōtaki: the Rangiuru Road Development Area proposes to provide for a range of household choices for affordable and market housing, including up to ^{s 9(2)(b)} dwellings proposed within the price cap.

(c) describe any level of commitment to the lower-cost outcomes referred to in paragraph (b) from a developer or other relevant party to the housing development.

[CONFIDENTIAL] Both Council, relevant developers and landowners have strong commitments to provide for lower-cost housing, including the following:

s 9(2)(b)(ii)

- The Wellington Company, Ōtaki Māori Racing Club, Ōtaki: the Wellington Company Limited in relation to the Ōtaki Māori Racing Club development project: "is fully committed to delivering this development at the lowest allowable price whilst ensuring the development is commercially viable. Any grant, subsidy or loan provided by Government will be used to offset the direct cost to the household and the developer would be happy to work on an open book basis with Government to demonstrate fair and reasonable margins are derived from the development."

- Council's land, Rangiuru Road, Ōtaki: Council through its LTP has the mandate to take on a bigger role in housing. It is exploring several ways to expand Council's contribution to improving housing access and affordability for its community, including an increase in its activities to support and enable development rather than delivery of development, for example: update the district plan to ensure we are enabling sufficient development capacity, both in land zoning and intensification, and papakāinga; work with commercial developers to encourage and incentivise higher-density development in suitable areas; and explore opportunities to increase social and affordable housing by partnering with Iwi, community housing providers or central government



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| | | <p>- Other Council initiatives: include pursuing opportunities to secure land suitable for housing. Council has increased its budget for purchase of land. If the right opportunity comes up, Council may be able to buy land that could be developed by a social housing provider, iwi or a private developer.</p> |
| | | <p><i>Update at RFP Stage</i></p> |
| | | <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>(a)</p> <p>[CONFIDENTIAL] The housing typologies of the proposed housing outcomes will include a range of detached, semi-detached, terraced dwellings and section sizes to meet the needs of the local Ōtaki community and market, for details refer to appendices E.1 and E.2. The development area proposals including the following:</p> <p>1. The Wellington Company, Ōtaki Māori Racing Club, Ōtaki: the development site proposes to provide approximately 593 dwellings, on surplus land identified around the existing racing track. The proposed housing typologies include a mix of detached and terraced style housing that are intended to range between 80 square meters and 150 square meters. The proposed housing typologies are defined under The Wellington Company's Ōtaki Māori Racecourse – Design Study comprise a range of 6 housing typologies including, terrace (62% of all dwellings), semi-detached (33% of all dwellings), detached (1% of all dwellings) and cluster housing (1% of all dwellings). For details refer to Appendix E.5 - TWC OMRC Proposal</p> <p>s 9(2)(b)(ii)</p> <p>3. Rangiuru Road, Ōtaki: the Rangiuru Road development area comprise approximately s 9(2)(b)(ii) dwellings and include a diverse range of detached, semi-detached housing and potentially terraced housing targeting a range of households including affordable, market and elderly Māori households. Some landowners are exploring providing a mix of housing types ranging from s 9(2)(b)(ii) for single households) up to s 9(2)(b)(ii) for larger families. Detached and semi-detached housing comprises about 55% and 45% of all dwellings. As a landowner, Council is exploring a range of social and affordable housing options to be delivered on its site. For details refer to Appendices E.7 to E.12 inclusive.</p> |



(b)

[CONFIDENTIAL] In December 2021, the average sale prices recorded in Ōtaki was approximately \$691,500, \$772,500 and \$887,500 for two-, three- and four-bedroom dwellings respectively. The First Home Grant Price Cap for new dwellings in the Kāpiti District is \$650,000. For details refer to Appendix C.3.

The three development area proposals presented for Ōtaki, target about 937 dwellings or approximately 82% of the total 1,142 dwellings proposed to be within the Kāinga Ora Price Cap or provide for a discounted market value, for details refer to Appendix E.3. The affordable dwellings proposed under Council's RFP represents a increase of about 15% from the EOI, including the following:

1. The Wellington Company, Ōtaki Māori Racing Club, Ōtaki: within the Ōtaki Māori Racing club development, all 593 dwellings are proposed to be affordable housing including 96% proposed dwellings to be within the Kāinga Ora Price Cap of \$650,000 and 4% of dwellings to have a discounted market value, refer to Appendix E.5

s 9(2)(b)(ii)

3. Rangiu Road, Ōtaki: the Rangiu Road Development Area propose s 9(2)(b)(i) dwellings to provide for a range of household choices for affordable and market housing. About s 9(2)(b)(i) dwellings (or 42%) are proposed to be within Kāinga Ora's Price Cap. For details refer to Appendix E.3 and E.7 – E.12 inclusive.

(c)

[CONFIDENTIAL] Both Council, relevant developers and landowners have strong commitments to provide for lower-cost housing, including the following:

s 9(2)(b)(ii)

2. The Wellington Company, Ōtaki Māori Racing Club, Ōtaki: the Wellington Company Limited in relation to the Ōtaki Māori Racing Club development project: "is fully committed to delivering this development at the lowest allowable price whilst ensuring the development is commercially viable. Any grant, subsidy or loan



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| | | <p>provided by Government will be used to offset the direct cost to the household and the developer would be happy to work on an open book basis with Government to demonstrate fair and reasonable margins are derived from the development.” The Wellington Company has provided its feasibility study demonstrating the price points are within Kāinga Ora’s Price Cap or provide for a discount to market value. Under this approach, The Wellington Company’s feasibility study indicates a profit of about 10%, refer to Appendix E.5</p> <p>3. s 9(2)(b)(ii) and Council are exploring ways to provide for affordable housing pathways to the community. This is demonstrated through details or price points and where possible feasibility analysis. Council through its LTP has the mandate to take on a bigger role in housing and explore several ways to expand Council’s contribution to improving housing access and affordability for its community. For details refer to Appendix E.7, E.8 and E.12.</p> <p>Supporting Material</p> <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <ul style="list-style-type: none"> Appendix C.2 - Residential Market Assessment Appendix E.1 - Forecast Dwellings Appendix E.2 - Housing Typology Appendix E.3 - Price points Appendix E.5 - TWC OMRC Proposal Appendix E.6 - ANZAC Road Prelim Feaso Study Appendix E.7 - Rangiora Rd Overview Appendix E.8 - Rangiora s 9(2)(b)(ii) Appendix E.9 - Rangiora - Site 2 KCDC Combined Appendix E.10 - Rangiora s 9(2)(b)(ii) Appendix E.11 – Rangiora Appendix E.12 - Rangiora |
| 1.3 | The extent to which the location where housing will be enabled has unmet demand and provides access to amenity and opportunity. | <p>Response at EOI Stage</p> <p>(a) <i>Please describe the extent of unmet demand in the particular location of the housing development.</i></p> <p>The pressure on affordable housing in Otaki has gradually increased over the last few years from a position where lower house and rental prices allowed local people to live relatively affordably with a range of options to the current situation where there are limited options and people are forced to live the area.</p> |



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| | | <p>Due to the historic housing market in Otaki, and the previously perceived level of need, Kāinga Ora has not developed any new meaningful scale new housing stock for an extended period and new housing development has been delayed. With improvements to the road network, increasing house prices in Wellington pushing prices up on the northern corridor, impact of Covid-19 and the housing boom. The housing that is now being delivered in Ōtaki is unattainable for many local people to either buy or rent and the local need for affordable housing is increasing.</p> <p>The demand in Otaki requires solutions across the housing continuum as an increase in public housing or affordable housing alone will not meet the full range of need. There is a strong desire from iwi to develop housing solutions for their whanau based on papakāinga and other Māori housing options.</p> <p>In recent months, the range of unmet needs across the housing continuum in Ōtaki has been identified by Kāinga Ora, MHUD as a priority. Kāinga Ora are investigating the development of place based Kāpiti Area Development Strategy (KADS) in partnership with Council, Iwi and the Ministry of Housing and Urban Development. The KADS provides an opportunity to work under the MAIHI framework putting Māori at the heart of the Kāpiti housing narrative, acknowledge the history of Māori housing and respond to these needs through kaupapa Māori approaches.</p> <p>The KADS will be informed by Council's delivery of a housing needs/affordability and social impact assessment in partnership with local Iwi. The projects outlined in this EOI will start providing housing options in Otaki in the short to medium term. The KADS could look to provide further housing options in Otaki and across the Kapiti District.</p> <p>The success of this EOI will enable the three Ōtaki projects and also provide additional capacity for future unmet demand in Ōtaki.</p> <p>(b) <i>Describe the proximity (including a description of the distance in kilometres) of the proposed dwellings to each of the types of amenity listed in the table below. Include a comment on the nature of the access to the amenity (e.g. via public transport and/or active transport).</i></p> <p>i) [CONFIDENTIAL] The proposed developments are either situated within 400-500 meters of the Town Centre zone or able to access the Town Centre zone by the public transport network.</p> <p>The Otaki Town Centre zones generally have civic, retail , hospitality and services employment opportunities. Furthermore a range of manufacturing, logistics and other employment opportunities are available in Ōtaki's General Industrial Zone.</p> <p>For details please refer to the attached Supporting Material Part B Q1 Map B: ODP 2021 Zones for Town Centres, Business, Retail & Employment Areas .</p> |
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| | | <p>Employment opportunities further afield are accessible by public transport (all stops to Wellington or Palmerston North via the Capital Connection) or private vehicle, with significant new expressway / motorway development currently being completed in the area to improve resiliency and accessibility. Council continues to strongly advocate to Greater Wellington Regional Council to keep making improvements to the public transport network to and within Ōtaki.</p> <p>Council will work with Iwi and developers to support new employment opportunities created through the deliver of the proposed developments.</p> <p>ii) [CONFIDENTIAL] The proposed developments are situated within walking distance or accessible via public transport trips to a variety of existing Ōtaki based education facilities.</p> <p>The proposed dwellings associated with Rangiuru Road and Anzac Road (about S 9(2)(b)(ii)) are in close proximity (maximum 400-500 meters) to early childhood education centres, schools and colleges and Tertiary Providers, Te Wānanga o Raukawa.</p> <p>The Ōtaki Māori Racing Club is within close proximity to these education facilities (about 1-3 kilometers) with public transport options available.</p> <p>For details please refer to the attached Supporting Material, Part B Q1, Map C: Education Facilities.</p> <p>iii) [CONFIDENTIAL] All proposed developments are in close proximity of a variety of amenity and open space including: Haruātai Park, Otaki Library, Otaki Theatre, Community centre and halls, retail and shopping, historic heritage areas, Raukawa Marae, Waahi Tapu, Ōtaki Medical Centre and other significant cultural sites. For details please refer to the attached Supporting Material, Part B Q1, Map D: ODP 2021 and GW NRP2019 Significant Cultural Sites and Map B: ODP 2021 Zones for Town Centres, Business, Retail & Employment Areas.</p> <p>Update at RFP Stage</p> <p><i>Updates in respect of question (a):</i></p> <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>[CONFIDENTIAL] In 2021, Council engaged Livingston and Associates Ltd & Community Housing Solutions Ltd to prepare a housing needs assessment for the Kāpiti District including Ōtaki. The Research Report Housing Demand and Need in Kapiti District, November 2021 provides a detailed review and analysis of housing demand, for details refer to Appendix C.1:</p> |
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| | <p>1. Based upon data from the Statistics New Zealand, Livingston and Associates et al estimate the demand for rentals will increase in Ōtaki by 2,260 dwellings between 2018-2048 and comprise 83% (690 dwellings) and 100% (140 dwellings) for standalone and multi-unit dwellings respectively. Similarly, demand for owner occupied housing will increase 77% (1,380 dwellings) and 125% (50 dwellings) for standalone and multi-unit dwellings respectively. This compares to the proposed 1,141 dwelling to be delivered in next 7-8 years within the three development areas representing at least 50% of the forecast housing demand alone</p> <p>2. TPG's analysis of housing costs shows that the sale price of modern standalone dwellings, of between two and four bedrooms in size, exceeds and significantly exceed the First Home Grant Price cap of new dwellings in the Kapiti Coast District of \$650,000. The analysis indicates that it will be challenging for the First Home Grant Price Caps to be met if traditional standalone dwellings are constructed on 350-1,000 square metre residential sites and sold on the open market. For details refer to Appendices C.2. Livingston and Associates et al indicated that the median house price to income ratio in Ōtaki is 9.0 compared to an average of 6.8 across the Kāpiti District</p> <p>3. Ōtaki has the highest level of crowded and underutilised dwellings in the Kapiti District and a quarter of Ōtaki's crowded households were also severely crowded. Pasifika private renter households, although small in number, have extreme levels of crowding particularly in Ōtaki. Māori private renter households also have relatively high proportions of crowding</p> <p>4. Only 5% of Kapiti's renter households could affordability service a mortgage associated with buying a dwelling at the median market sale price in 2021. This is down from 21% in 2001. The average Kāpiti house price has increased by 435%</p> <p>5. Ōtaki has the worst severe housing stress in the District, with the highest number of renters (28% of renters) paying more than 50% of their income in rent. Ōtaki has the highest level of housing need in the District at 76% of renters and 23% of all households</p> <p>6. Kapiti Coast District's lower quartile and median market rents were \$432 and \$505 per week, respectively. These statistics illustrate 68% of renters are unable to pay the median market rent and 62% were unable to affordably pay the lower quartile rent</p> <p>7. Kāinga Ora's social housing provision across the Kāpiti District is 220 dwellings, 75% of the homes are 30 years or older and only 15 have been built in the last twenty years. With exception to the planned new development of 13 redeveloped dwellings on 4 existing sites announced by Kāinga Ora in Waikanae, Paraparaumu and Raumati South, Kāinga Ora have not made any significant increases in social housing provision in the Kāpiti</p> |
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District including Ōtaki, with only the current 66 dwellings within the township

8. The Kāpiti District has a social housing provision of about 1% of all dwellings compared to other areas in NZ of about 4%, which is considered about the standard provision of social housing both in New Zealand and internationally. Livingston and Associates Ltd et al forecast that about 220 new social housing dwellings are required per annum through to 2048 in order to address the demand for housing in the District

Further information and data about unmet housing demand and needs in the Kāpiti District and Ōtaki are contained in Appendix C.3 and C.4.

The three development area proposals target about 6% 1-bedroom, 64% 2-bedroom, 22% 3-bedroom and 9% 4-bedroom housing typologies that align with the smaller household demand in Ōtaki, refer to Appendix E.2. The development areas propose for 937 dwellings or about 82% of the total dwellings proposed (1,141 dwellings) to be within the Kāinga Ora Price Cap or provide for a discounted market value, for details refer to Appendix E.3. The affordable dwellings proposed under Council's RFP represents a increase of about 15% from the EOI.

Updates in respect of question (b):

| Type of amenity and opportunity (both existing and planned) | | |
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| (b) | (i) employment opportunities (i.e., local industry and employment bases); | Refer to Council's EOI response. Refer to Appendices Appendix B.1 - Otaki Development KCDC inset Appendix B.2 - Otaki Zones, Business and Retail Appendix B.5 - Existing Transport |
| | (ii) educational facilities (i.e., local primary schools and secondary schools); and | Refer to Council's EOI response. Refer to Appendices Appendix A.6 - MOE Wellington growth plan Appendix A.7 - MOE School Capacities Appendix B.1 - Otaki Development KCDC inset Appendix B.3 - Otaki Education Facilities Appendix B.5 - Existing Transport |
| | (iii) other amenities (i.e., social amenities such as recreation and cultural | Refer to Council's EOI response. Refer to Appendices Appendix B.1 - Otaki Development KCDC inset Appendix B.3 - Otaki Education Facilities |



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| | | facilities and retail and shopping). | Appendix B.4 - Significant Cultural Areas Appendix B.5 - Existing Transport |
| | | Supporting Material | |
| | | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>Appendix A.6 - MOE Wellington growth plan</p> <p>Appendix A.7 - MOE School Capacities</p> <p>Appendix B.1 - Otaki Development KCDC inset</p> <p>Appendix B.2 - Otaki Zones, Business and Retail</p> <p>Appendix B.3 - Otaki Education Facilities</p> <p>Appendix B.4 - Significant Cultural Areas</p> <p>Appendix B.5 - Existing Transport</p> <p>Appendix C.1 - KCDC housing needs final draft</p> <p>Appendix C.2 - Residential Market Assessment</p> <p>Appendix C.3 - housing-report</p> <p>Appendix C.4 - MSD housing-register-june-2021 (1.12.2021)</p> <p>Appendix E.2 - Housing Typology</p> <p>Appendix E.3 - Price points</p> | |
| 1.4 | The extent to which the Eligible Infrastructure Project(s) supports intensification, in particular that required to be enabled by councils under the National Policy Statement on Urban | Response at EOI Stage | |
| | | <p><i>With regard to the typology of the housing development described in 1.2, and the location of the particular housing development described in 1.3, please outline the extent to which the housing enabled by the Eligible</i></p> | |



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| | Development (i.e. typology and density). | <p><i>Infrastructure Project(s) supports intensification, in particular that required under the National Policy Statement on Urban Development.</i></p> <p>Council is in the process of determining what the NPS-UD means for the Kāpiti Coast, allowing for this level of growth in the existing centres is likely to mean they will now need to accommodate significantly higher levels of growth than was previously anticipated. Initial land and constraints mapping work in preparation for the Council's upcoming urban development plan change identifies this land either within walkable catchments under NPS-UD intensification provisions or land being considered for greenfield development suitability.</p> <p>Ōtaki and the Ōtaki Town Centre are areas being considered for intensification however this is impacted by current constraints including infrastructure capacity as outlined in this proposal. The need to provide for accelerated Eligible Infrastructure in Ōtaki is critical for the effectiveness of a revised District Plan to accommodate the NPS-UD intensification policies for Tier 1 local authorities. All proposed development areas:</p> <ul style="list-style-type: none"> - Are close to and/or are within walkable catchments for urban centres where people can access jobs, services, education, retail and shopping and amenities - Are well-served by a network of public transport with access to bus and train services to support walkable catchments - Further details refer to the attached Supporting Material Part B Q1 maps, Map B: ODP 2021 Zones for Town Centres, Business, Retail & Employment Areas, Map C: Education Facilities, Map D: ODP 2021 and GW NRP2019 Significant Cultural Sites and Map E: Transport and Accessibility. <p>Update at RFP Stage</p> <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>Council released its draft Growth Strategy, 'Te Tupu Pai Growing Well' for consultation in October and November 2021. The draft Growth Strategy is informed by Council's draft Urban Development Intensification Assessment (Boffa Miskell), Urban Development Greenfield Assessment (Boffa Miskell) and Kapiti Growth Strategy Review – Growth Scenario Report (4-Sight Consulting). The growth strategy gives Council a framework for where, when, how, and how density for growth in the district. The three development area's proposed are considered within the intensification and greenfield growth areas. For details refer to Appendices A.1, A.2, A.3 and A.4.</p> <p>Supporting Material</p> |
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| | | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix A.1 - KCDC growth-strategy-2021</p> <p>Appendix A.2 - UDIADraft</p> <p>Appendix A.3 - UDGADraft</p> <p>Appendix A.4 - kapiti-coast-growth-strategy-4sight</p> |
| 1.5 | The extent to which the Proposal supports housing development on land owned by Māori and to which Mana Whenua have been involved in developing the proposed solution. | <p>Response at EOI Stage</p> <p>(a) Please comment on the extent to which the proposal supports housing development on land owned by Māori.</p> <p>[CONFIDENTIAL] All three development proposals are closely associated with Māori interests, including:</p> <p>s 9(2)(b)(ii)</p> <p>s 9(2)(b)(ii)</p> <p>Similarly in Rangiuru Road, through Council's mandate on housing and ownership of a development site (that could yield approximately 54 new dwellings) will seek to enter into partnerships for housing supply including Māori, for details refer to the LTP.</p> <p>- The Wellington Company is working with the Māori interests associated with the Ōtaki Māori Racing Club to deliver up to 600 new dwellings.</p> <p>(b) Please comment on the extent to which Mana Whenua have been involved (or will be involved) in developing the proposed solution.</p> <p>s 9(2)(b)(ii)</p> <p>Council has initiated its agreed protocol for engaging with Ngā Hapu and Mana Whenua will be closely engaged with through the development process. Ngā Hapu are aware of the application but due to the short time frame of the EOI further conversations are required, with a partnership approach to be implemented. s 9(2)(b)(ii)</p> <p>Update at RFP Stage</p> |



Refer to Council's EOI response. Additional updates for the RFP are as follows:

1. The Wellington Company is working with the Māori interests associated with the Ōtaki Māori Racing Club to deliver about 593 new dwellings. For details refer to The Wellington Company's proposal under Appendix E.5

s 9(2)(b)(ii)

3. s 9(2)(b)(ii)

Council has continued to engage with Ngā Hapu and Mana Whenua in accordance with the agreed protocol and will be closely engaged with through the development process.

s 9(2)(b)(ii)

Due to the short time frames of the EOI and RFP further conversations are required, with a partnership approach to be implemented. s 9(2)(b)(ii)

s 9(2)(b)(ii)

For details refer to Appendices D.1, D.2, D.3, D.4, D.5, E.7 s 9(2)(b)(ii)

Supporting Material

Reference [insert name of attachment and cross reference to relevant part below]



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| | | <p>Appendix D.1 s 9(2)(b)(ii)</p> <p>Appendix D.2 [REDACTED]</p> <p>Appendix D.3 [REDACTED]</p> <p>Appendix D.4 - 20211027 IAF RFP Iwi Briefing</p> <p>Appendix D.5 s 9(2)(b)(ii)</p> <p>Appendix D.8 - Letter of support_Ngā Hapu o Ōtaki</p> <p>Appendix D.9 - Letter of support_Ngati Toa</p> <p>Appendix E.5 - TWC OMRC Proposal</p> <p>Appendix E.6 - ANZAC Road Prelim Feaso Study</p> <p>Appendix E.7 - Rangiuuru Rd Overview</p> <p>Appendix E.12 s 9(2)(b)(ii)</p> |
| 1.6 | | Response at EOI Stage |

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The extent to which the Proposal supports housing development that is environmentally sustainable including through reduced private vehicle use, lower risks from climate change (such as coastal inundation), and supporting water quality and biodiversity.

(a) *Describe the proximity of the housing development to public transport, both existing and planned (in kilometres).*

[CONFIDENTIAL] The proposed housing developments are all situated within close proximity (400-800 meters) of public transport (bus stops) and connections to the Ōtaki Railway Station for commuter services, including all stops to Wellington or Palmerston North via the Capital Connection. For details please refer to Supporting Material, Part B Q1 Map E: Transport and Access

(b) *Describe any complementary environmental benefits that will be realised by this Proposal (e.g., mitigation on flood risks, or protection of wetland areas).*

Council's development objectives are to align with Māori and National Policy Statement for Freshwater Management. The complementary benefits associated with this Proposal include each development will seek to manage all onsite stormwater on site and integrate with accelerated stormwater infrastructure proposed under this EOI.

(c) *Describe any commitment from developers(s) and other relevant parties to the infrastructure and housing development regarding the complementary environmental benefits described in your response to (b).*

Council will work with developers and landowners to commit to ensuring the infrastructure developed on site follows a best practice approach to sustainability and will ensure any direct development and ongoing outputs have a positive effect on the environment. s 9(2)(b)(ii)

(d) *Describe any known material environmental compliance requirements (such as regulatory requirements) which apply to the infrastructure and housing delivery, and your approach to complying with these.*

None to mention at this time.

Update at RFP Stage



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| | | <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>Greater Wellington Regional Council (GWRC) is preparing a Business Case for further public transport investment which includes the Kāpiti District (and Ōtaki). KCDC has approached GWRC and requested information about its future transport plans for Ōtaki. At the time of submission GWRC were unable to supply the Business Case. KCDC will continue to engage with GWRC to support the plan based upon the growth Ōtaki and the Kāpiti District are experiencing. Council also understands that Waka Kotahi is preparing a business case for rail electrification north of Waikanae.</p> <p>For details on environmentally sustainable development refer to Appendix A.1, A.2, A.3 and A.4.</p> <p>Supporting Material</p> <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix A.1 - KCDC growth-strategy-2021 Appendix A.2 - UDIADraft Appendix A.3 - UDGADraft Appendix A.4 - kapiti-coast-growth-strategy-4sight</p> |
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| 2. Evaluation Criteria – Impact of funding 20% | | Response at EOI Stage |
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| 2.1 | The impact that this funding will have on the housing development advancing, or on the pace and scale at which it will advance compared to what is currently expected. | <p>(a) <i>Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</i></p> <p>Council has adopted an aggressive programme of Capex delivery for the 2021 LTP, which totals \$225 million in the first three years, equating to an average of \$75 million in each year, contrasting with a \$38 million upper limit in the previous LTP. The entire 20-year programme for the 2021 LTP is more than twice as much as the 2018 LTP forecast.</p> <p>Even with Council's aggressive Capex delivery programme, the accelerated delivery of the proposed trunk infrastructure projects (the Eligible Infrastructure Projects) are critical to support the delivery of the housing development for the following reasons:</p> <ul style="list-style-type: none"> - Ōtaki has a significantly greater housing development pipeline than current forecasts. Excluding the other development activity in the township, the proposed housing outcomes of 1,158 dwellings represent a 60% increase in dwellings on current forecasts over the next 5-7 year period - A high proportion of housing is proposed to be affordable or meet the needs of the local community. Approximately 70% of the proposed 1,158 housing outcomes are to be delivered as affordable and Māori housing - Provides for greater flexibility for housing developments to be intensified in accordance with the NPSUD. All proposed development areas are within or service walkable catchments for Ōtaki and the Ōtaki town centre - Provides for capacity and resilience over the existing infrastructure networks servicing the existing 1,858 dwellings in addition to other land uses. <p>If the Council does not receive IAF funding to progress these projects, then the projects will revert to their LTP timeline and an opportunity for the District to accelerate its response to the housing crisis will be missed.</p> <p>(b) <i>Describe how the IAF funding requested is critical to the delivery of that infrastructure.</i></p> <p>The Council has adopted an aggressive programme of Capex delivery for the 2021 LTP, which totals \$225 million in the first three years, equating to an average of \$75 million in each year, this contrasts with a \$38 million upper limit in the previous LTP. The entire 20-year programme for the 2021 LTP is more than twice as</p> |

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| | | <p>much as the 2018 LTP forecast.</p> <p>To manage this Capex programme, the Council has taken advantage of the temporary LGFA legislative changes in response to Covid-19 which have allowed the Council to increase its LGFA borrowing from 250% of total revenue, to 280%. This has been done prudently, as Council's reaffirmed AA credit-rating attests, however there is no further headroom for the Council to increase its borrowing and stay within its LTP financial limits.</p> <p>Without IAF funding this additional infrastructure will not be delivered within required timeframes.</p> <p>OR</p> <p>(c) <i>To the extent that the housing development is set to be delivered without funding, then describe how the delivery of housing will be accelerated, with reference to the timeframes and scale for housing delivery with funding.</i></p> <p>Refer above.</p> |
| | | <p style="text-align: center;">Update at RFP Stage</p> <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <ol style="list-style-type: none"> 1. Ōtaki has a significantly greater housing development pipeline than shown in current forecasts. Excluding the other development activity in the township, the proposed housing outcomes of 1,141 dwellings represent at least a 60% increase in dwellings on current forecasts over the next 5-7 year period. 2. A high proportion of housing is proposed to be affordable or meet the needs of the local community. Approximately 84% of the proposed 1,141 housing outcomes are to be delivered as affordable (under the Kāinga Ora Price Cap of \$650,000 or discounted market value) and Māori housing. This is an increase of 15% in affordable and Māori housing from Council's EOI submission. 3. Provides for greater flexibility for housing developments to be intensified in accordance with the NPSUD that Council is planning to implement through Plan Changes to the Operative District Plan from early 2022. All proposed development areas remain within or service walkable catchments for Ōtaki and the Ōtaki town centre. 4. Council has prioritised the recommended scope from Robert Bird Group's Infrastructure Services Plan under Appendix F.1 to only put forward critical infrastructure to enable growth, resilience and affordable housing supply in Ōtaki, for details refer to Appendix G.1 Proposed Scope and Cost Breakdown. Council has planned for the |



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| | | <p>provision for future eligible infrastructure delivery under its LTP at the then assumed forecast growth. However, growth in Ōtaki as demonstrated in this proposal has grown faster than anticipated and exacerbated impacts on the deterioration of housing affordability, reduction of infrastructure resilience and increased vulnerability of some key communities. Council's proposed approach is for the IAF to fund the delivery of the accelerated reservoir and funding support for the delivery of other prioritised infrastructure defined under the Proposal Prioritisation and Appendix G.1 to advance affordable housing development in Ōtaki.</p> <p>If the Council does not receive IAF funding to progress these projects, then the projects will revert to their LTP timeline within Council's increased borrowings of 280% (LGFA) and an opportunity for the District to accelerate its response to the housing crisis will be missed. Projects not within the current LTP will be subject to agreement on inclusion or reprioritisation in the next LTP process, for details refer to Appendix A.10 - KCDC long-term-plan-2021-41-part-one, Appendix A.11 - KCDC long-term-plan-2021-41-part-two and Appendix G.1, Council's Proposed Scope and Cost Breakdown.</p> |
| | | <p>Supporting Material</p> <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix A.10 - KCDC long-term-plan-2021-41-part-one Appendix A.11 - KCDC long-term-plan-2021-41-part-two Appendix F.1 – Infrastructure Services Plan Appendix G.1 – Proposed Scope and Cost Breakdown</p> |
| 2.2 | Demonstration that other means to fund the Eligible Infrastructure Project(s) without displacement of investment elsewhere (i.e. rate rises, prudent borrowing, or use of the IFF framework) have been exhausted. | <p>Response at EOI Stage</p> <p>(a) <i>Describe how other means to fund the Eligible Infrastructure Project(s) have been explored, including rate rises, prudent borrowing, development agreements, and/or use of the IFF framework over the last 3 years¹.</i></p> <p>Council has recently adopted the 2021 LTP, with the entire 20-year CAPEX programme for the 2021 LTP more than twice as much as the 2018 LTP forecast.</p> <p>To manage this Capex programme, the Council has taken advantage of the temporary LGFA legislative changes in response to Covid-19 which have allowed the Council to increase its LGFA borrowing from 250% of total revenue, to 280%. This has been done prudently, as Council's reaffirmed AA credit-rating attests, however there is no further headroom for the Council to increase its borrowing and stay within its LTP financial limits.</p> |

¹ Developer and Māori Applicants should describe their engagement with the relevant Territorial Authority on funding the Eligible Infrastructure Project(s).



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| | | <p>The Council is exposed to a range of unavoidable cost pressures in its operations, including the servicing of its debt, the vast majority of which has to be funded by rates. With limited revenue-generating assets, the Council has significantly fewer funding sources than other councils and whereas rates represent on average around 50% of overall revenue for other NZ councils, for Kāpiti Coast District Council, rates revenue is well over 70% of overall revenue.</p> <p>Furthermore, the Council is very mindful of the impact of rates on the community, a number of whom for which rates are greater than 5% of their income, a recognised measure of unaffordability. The Council's LTP rates upper limit has been increased from 5.5% to 9% in order to manage its increased costs, so again, there is little room for the Council to move.</p> <p>Council is increasingly entering into developer agreements and will look to do so as part of this proposal, however this does not fully offset the cost of the proposed infrastructure as detailed in this proposal.</p> <p><i>(b) Describe why IAF funding is a last option for bridging the gap for funding the Eligible Infrastructure Project(s), and does not displace those sources of funding. For instance, explain how these funding sources are already maximised, or why they are not feasible in the circumstances.</i></p> <p>Council has already taken advantage of the temporary LGFA legislative changes in response to Covid-19 which have allowed the Council to increase its LGFA borrowing from 250% of total revenue, to 280%. This has been done prudently, as Council's reaffirmed AA credit-rating attests, however there is no further headroom for the Council to increase its borrowing and stay within its LTP financial limits.</p> <p>With limited revenue-generating assets, the Council has significantly fewer funding sources than other councils and whereas rates represent on average around 50% of overall revenue for other NZ councils, for Kāpiti Coast District Council, rates revenue is well over 70% of overall revenue.</p> <p>The Council is very mindful of the impact of rates on the community, a number of whom for which rates are greater than 5% of their income, a recognised measure of unaffordability. The Council's LTP rates upper limit has been increased from 5.5% to 9% in order to manage its increased costs, so again, there is little room for the Council to move.</p> <p><i>(c) Provide a copy or link to the 2021 Long Term Plan (in its most recent form), and describe any funding in the Long Term Plan which relates to the Eligible Infrastructure Project(s).</i></p> <p>https://www.kapiticoast.govt.nz/longtermplan</p> <p><i>Update at RFP Stage</i></p> |
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| | | Refer to Council's EOI response. Refer to Appendix A.10 - KCDC long-term-plan-2021-41-part-one, Appendix A.11 - KCDC long-term-plan-2021-41-part-two and Appendix G.1, Council's Proposed Scope and Cost Breakdown |
| | | <i>Supporting Material</i> |
| | | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix A.10 - KCDC long-term-plan-2021-41-part-one Appendix A.11 - KCDC long-term-plan-2021-41-part-two Appendix G.1 – Proposed Scope and Cost Breakdown</p> |

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| 3. Evaluation Criteria Cost and co-funding 20% | | Update at RFP Stage |
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| 3.1 | The average whole-of-government cost per dwelling expected to be enabled by the Eligible Infrastructure Project(s). | Applicants are asked to complete Schedules 1 (Eligible and Ineligible Infrastructure) and Schedule 2 (Cost and Funding Tables). |
| 3.2 | Alignment with co-funding principles for the Fund. | Response at EOI Stage |
| | | <p>Please outline your intentions in relation to:</p> <p>(a) the extent to which these principles are accepted by the relevant parties;</p> <p>Council has commenced discussions and sought a preliminary indication from Developers in relation to the co-funding principles. Further progression of discussions between Council and Developers is subject to Kāinga Ora shortlisting Council's funding application to proceed to the RFP stage and Council's review of Kāinga Ora's funding agreement. All parties including Council remain open to co-funding discussions.</p> <p>(b) the expected quantum of such co-funding; and</p> <p>s 9(2)(b)(ii)</p> <p>(c) the method(s) by which this funding is proposed to be made (i.e., development agreements, IFAs, IFF levy, etc.).</p> <p>Council has commenced discussions and sought a preliminary indication from Developers in relation to the co-funding principles. Progression of discussions between Council and Developers is subject to Kāinga Ora shortlisting Council's funding application to proceed to the RFP stage and Council's review of Kāinga Ora's funding agreement. All parties including Council remain open to co-funding discussions, which would include the use of developer agreements.</p> |
| | | Update at RFP Stage |

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| | | <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>Council has continued its discussions with Developers and landowners in relation to the co-funding principles. Developers and landowners have where able provided Council with relevant project cost estimates to demonstrate their respective contributions to the delivery of on-site infrastructure and allowances for development impact and reserve fees. This includes allowances for on-site storm water reticulation in order to offset impact on external infrastructure.</p> <p>Non eligible infrastructure projects delivered by Developers for on-site infrastructure is estimated at s 9(2)(b)(ii) (refer to Schedules 1 and 2). Additional extra infrastructure investment is still required to complete identified infrastructure (refer to Appendix F.1) that has not been included in the proposal (refer Appendix G.1) and that will need to be funded by the Council and developers through extra investment or further reprioritisation of current planned LTP expenditure.</p> <p>The developer / landowner fair share contribution is not confirmed at this stage. As per s207 of the Local Government Act 2002 (LGA), development agreements may be entered into between the Developer and Council for a wide range of development matters. This includes enabling developers and Council to opt out of requiring development contributions, and instead find agreed solutions tailored to meet particular development and infrastructure requirements while ensuring private and public outcomes are met. Therefore, the contributions expected through a Development Agreement is not mutually exclusive to the DCs that are calculated in accordance with Council's DCs Policy - it may be either one or the other. Further conversations need to occur between Council and developers before development agreements can be entered into for the proposed housing developments.</p> <p>Further progression of discussions between Council, Developers and Landowners is subject to Kāinga Ora shortlisting Council's funding application to proceed to the Negotiation stage and Council's review of Kāinga Ora's funding agreement. All parties including Council remain open to further co-funding discussions.</p> <p>Supporting Material</p> <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix G.1 – Proposed Scope and Cost Breakdown</p> |
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| 4. Evaluation Criteria – Capability and readiness 20% | | Response at EOI Stage |
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| 4.1 | The extent to which there are other barriers to the housing development that the Eligible Infrastructure Project(s) will serve (and how they will be removed if funding is approved). | <p>(a) <i>Comment on any other key risks of (i) the Eligible Infrastructure Project(s) being constructed and (ii) the housing development proceeding. Identify any other barriers to housing development, and in the event that funding is approved, explain how these barriers will be removed so they don't constrain progress.</i></p> <p>Note such barriers could include inappropriate zoning, lack of other types of infrastructure (including infrastructure not fundable under IAF), restrictive bylaws and land use restrictions, and any other housing development constraints (i.e., partially contaminated sites).</p> <p>Planning legislation or regulation changes between property acquisition and development consents that increases time and costs to plan and deliver housing and infrastructure. This risk will be mitigated by Council's engagement with Central Government and Territorial Authorities, adopt best practice (including enable fast-track processes), maximise development potential against planning requirements</p> <ul style="list-style-type: none"> - Timing of development is not aligned with the housing and/or infrastructure needs which increased time and costs to plan and deliver housing and infrastructure; or needs/infrastructure provision are traded off against cost and time and housing choice is potentially eroded. This risk will be mitigated by Council's engagement with Central Government and Territorial Authorities, preparation of robust information to inform strategic planning and adopt best practice (including enable fast-track processes) - The onset of depressed or unstable economic conditions, including COVID-19, increases the time and costs to plan and deliver housing and infrastructure. This risk will be mitigated by Council's engagement with Central Government and Territorial Authorities and adopt best practice (including enable fast-track processes) to support housing choice and infrastructure provision - Variations that occur in the supply and demand of markets cause adverse fluctuations in real estate prices that increased time and costs to plan and deliver housing and infrastructure and constrain supply chain capacity. This risk will be mitigated by Council's engagement with Central Government and Territorial Authorities and adopt best practice (including enable fast-track processes). |
| | | Update at RFP Stage |
| | | Refer to Council's EOI response. Additional updates for the RFP are as follows: |



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| | | <p>The approved funding for Eligible Infrastructure Projects will support Council work with Iwi, landowners and developers in Ōtaki to deliver the proposed affordable and Māori housing. The approved funding will form part of Council's integrated approach to mitigate the planning, delays, impacts from Covid-19 and cost risks, as follows:</p> <ol style="list-style-type: none"> 1. Planning legislation or regulation changes between property acquisition and development consents that increases time and costs to plan and deliver housing and infrastructure. This risk will be mitigated by Council's engagement with Central Government and Territorial Authorities, adopt best practice (including enable fast-track processes), maximise development potential against planning requirements and implement Plan Changes to Council's Operative District Plan in early 2022 to enable NPSUD, RMA reforms and recent Housing Supply Amendment 2. Timing of development is not aligned with the housing and/or infrastructure needs which increased time and costs to plan and deliver housing and infrastructure; or needs/infrastructure provision are traded off against cost and time and housing choice is potentially eroded. This risk will be mitigated by Council's engagement with Iwi, Landowners, Developers, Central Government and Territorial Authorities, preparation of robust information to inform strategic planning and adopt best practice (including enable fast-track processes) 3. The onset of depressed or unstable economic conditions, including COVID-19, increases the time and costs to plan and deliver housing and infrastructure. This risk will be mitigated by Council's engagement with Central Government and Territorial Authorities and adopt best practice (including enable fast-track processes), Council's increased debt levels under the LGFA to support housing choice and infrastructure provision 4. Variations that occur in the supply and demand of markets cause adverse fluctuations in real estate prices and development costs due to limited housing supply and pipeline compared to demand and supply chain constraints that increase costs. This risk will be mitigated by Council's conservative approach to cost escalation, contingency allowances and engagement with Central Government and Territorial Authorities to adopt best practice (including enable fast-track processes) 5. Approved IAF Funding for the Ōtaki development areas subsidies on-site or ineligible infrastructure that is the Landowner or Developers responsibility. This risk will be mitigated by Council through engagement and requests for project information from with Landowners and Developers of this proposal 6. Iwi have significant land holdings in and surrounding Ōtaki, however the local organisations have limited funds, balance sheets and capacity to undertake large housing developments. This risk will be mitigated by targeted engagement between Council, Iwi, Central Government and the |
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| | | private sector to align objectives and support the delivery of affordable Mōari housing in Ōtaki. |
| | | Supporting Material |
| | | Reference [insert name of attachment and cross reference to relevant part below] Appendix D.10 - s 9(2)(b)(ii) |
| 4.2 | The degree of developer commitment or interest in building housing quickly. | Response at EOI Stage |
| | | <p><i>Please comment on the following based on your knowledge of the developer(s) expected to be involved in the housing development:</i></p> <p>(a) <i>the anticipated sales plan and any evidence of commitment from the developer(s) to the (funded) timeframe for housing delivery; and</i></p> <p>[CONFIDENTIAL] Relevant developers associated with the Ōtaki Māori Racing Club and Rangiuru Road have indicated that they proposed to build quickly as possible and intend to sell down their respective developments with 5 years.</p> <p>The Wellington Company intends on applying the RMA fastrack process. A number of developers associated with Rangiuru Road are either at pre-application stage through to expecting resource consents imminently.</p> <p>Some of the proposed developments will explore papakāinga and komatua housing, build to rent, licence to occupy and other options which would help assist with meeting the range of housing requirements in the area.</p> <p>(b) <i>what conditions would likely be applicable to the developer(s) commitment to delivering the additional dwellings within the timeframes indicated in your response to table (b) in Eligible Infrastructure Project/s – (dwellings enabled and timeframes) and the other housing outcomes referred to in this Response Form.</i></p> <p>Council has through its regulatory role engaged with the Developers in relation to planning, consenting and construction for example. Council has also commenced discussions and exchanged information to inform this proposal. Progression of discussions between Council and Developers in relation to commitments for additional dwellings are subject to Kāinga Ora shortlisting Council's funding application to proceed to the RFP stage and Council's review of Kāinga Ora's funding agreement.</p> |
| | | Update at RFP Stage |



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| | | <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>[CONFIDENTIAL] Relevant developers associated with the Ōtaki Māori Racing Club and Rangiuru Road have indicated that they proposed to build quickly as possible and intend to sell down their respective developments with 5 -7 years. For details refer to Appendix E.5</p> <p>The delivery of the proposed 1,141 Housing Outcomes by the three development areas include approximately 18% of Housing Outcomes by 2024, 58% of Housing Outcomes by 2026 and 100% of the Housing Outcomes by 2029. For details refer to Appendix E.1. and E.2.</p> <p>To deliver at pace, The Wellington Company (593 proposed Housing Outcomes) intends on applying to the RMA fasttrack process in early 2022. A number of developers associated with Rangiuru Road s 9(2)(b)(ii) are either at pre-application stage through to expecting resource consents in early 2022 and site works to commence immediately thereafter. For details to the Appendix E.13.</p> <p>Council has through its regulatory role and housing enabling role (through Council's new LTP Housing mandates) engaged with Iwi, Landowners and Developers in relation to planning, consenting and construction of new Housing Outcomes.</p> <p>Council has also continued discussions and exchanged information and support from these entities to inform this proposal. Progression of discussions between Council, Iwi, Landowners and Developer commitments for additional dwellings are subject to Kāinga Ora shortlisting Council's funding application to proceed to the Negotiation stage and Council's review of Kāinga Ora's funding agreement.</p> <p><i>Supporting Material</i></p> |
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| | | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix E.1 - Forecast Dwellings Appendix E.3 - Price points Appendix E.5 - TWC OMRC Proposal Appendix E.6 - ANZAC Road Prelim Feaso Study Appendix E.7 - Rangiora Rd Overview Appendix E.8 - s 9(2)(b)(ii) Appendix E.9 - Rangiora - Site 2 KCDC Combined Appendix E.10 - s 9(2)(b)(ii) Appendix E.11 Appendix E.12 Appendix E.13 – Ōtaki Programme</p> |
| 4.3 | Demonstrated alignment between all parties including Territorial Authorities, Regional Councils, Mana Whenua and developers needed to advance the housing development. | <p>Response at EOI Stage</p> <p><i>Please comment on the alignment of the following parties in advancing the housing development [note your response should describe the level of support, input, or knowledge between the parties as they relate to the Proposal]:</i></p> <p>(a) <i>Territorial Authorities;</i></p> <p>Ōtaki is identified in the WRGF as a Future Urban Area and Urban Renewal Area. The Wellington Regional Council (GWRC) were party to the preparation of the growth framework alongside the region's territorial authorities, Horowhenua District Council, Waka Kotahi NZ Transport Agency, Ministry of Housing and Urban Development and Iwi partners. Development on the Ōtaki is fully aligned with the WRGF. All ten councils including GWRC have formally endorsed the WRGF.</p> <p>Ōtaki has been discussed at several CEO level meetings on the Infrastructure Acceleration Fund within the WRGF geographical area. The project aligns with the direction and timeframe of the WRGF. The Programme Director for the Wellington Regional Leadership Committee that oversees the WRGF has been part of these discussions and will continue to do so.</p> <p>(b) <i>Regional Councils;</i></p> <p>Ōtaki is identified in the WRGF as a Future Urban Area and Urban Renewal Area. The Wellington Regional Council (GWRC) were party to the preparation of the growth framework alongside the region's territorial authorities, Horowhenua District Council, Waka Kotahi NZ Transport Agency, Ministry of Housing and Urban</p> |



Development and Iwi partners. Development on the Ōtaki is fully aligned with the WRGF . All ten councils including GWRC have formally endorsed the WRGF.

Ōtaki has been discussed at several CEO level meetings on the Infrastructure Acceleration Fund within the WRGF geographical area. The project aligns with the direction and timeframe of the WRGF. The Programme Director for the Wellington Regional Leadership Committee that oversees the WRGF has been part of these discussions and will continue to do so.

Council and GWRC have roles to manage the stormwater network in Ōtaki and the wider District. The estimated costs and funding application includes the feasibility costs and other early stage planning work and costs of design, consenting and tendering only and is subject to ongoing discussions with GWRC.

Council expects there to be ongoing dialogue with GWRC in relation to the planning of further public transport to support development in Ōtaki.

(c) *Mana Whenua;*

s 9(2)(b)(ii)

(d) *developers (to the extent possible); and*

Council has sought input from the following organisations to support the preparation of this proposal: The Wellington Company Limited, s 9(2)(b)(ii)

(e) *any others,*

Ōtaki is identified in the WRGF as a Future Urban Area and Urban Renewal Area. The Wellington Regional Council (GWRC) were party to the preparation of the growth framework alongside the region's territorial authorities, Horowhenua District Council, Waka K

with Supporting Material where necessary (e.g., letters of support or intent).



| Update at RFP Stage | |
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| | <p>Refer to Council's EOI response. Additional updates for the RFP are as follows:</p> <p>From recent discussions between the Council, Iwi and the WRGF, a pilot project could be focussed on facilitating future housing development opportunities in Ōtaki that incorporate a te ao Māori perspective. The project is intended to help support growth in the area that enables people to live well and thrive; deliver improved housing outcomes for iwi/Māori; and inform approaches to future housing provision (including papakāinga), and the development of wider social and transport infrastructure tailored for Otaki.</p> |
| | <p>s 9(2)(b)(ii)</p> |
| | <p>s 9(2)(b)(ii)</p> |
| | <p>Council in partnership with Kāinga Ora Homes and Communities held the first meeting to agree on the process for the establishment of a Place Based Approach for the Kāpiti District, including Ōtaki on 22nd November 2021. Along with Ngāti Raukawa (Ngā Hapu o Ōtaki), Ngāti Toarangatira (Ngāti Toa) and Te Āti Awa, the additional key Government agencies to participate in this initiative include, Ministry of Housing and Urban Development, Ministry of Social Development, Te Puni Kōkiri, Waka Kotahi, Ministry of Education, Ministry of Business Innovation and Employment, Ministry of Transport and other government agencies will join the group as needed (OT, CCDHB, MCDHB) For details refer to Appendix D.6 and D.7</p> |
| | <p>WRGF feedback to Council includes the following:</p> <p>“The region covered by the Wellington Regional Growth Framework (WRGF) has a total of thirteen council submitted development proposals at the Request for Proposal (RFP) stage. These range in size from 92 new homes to 6352 new homes.</p> <p>The thirteen development proposals have been discussed at the council CEO level and their view is:</p> |



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| | | <ol style="list-style-type: none"> 1. All of the ten councils endorsed the WRGF for public engagement and the Wellington Regional Leadership Committee (WRLC) approved the final WRGF 2. The WRGF includes both Urban Renewal Areas (brownfield) and Future Urban Areas (greenfield). To provide for the level of growth outlined in the WRGF, the region needs both brownfield and greenfield to be developed over the next 30 years 3. The regions development proposals at RFP stage include six brownfield developments which align with government policy on such aspects as the NPSUD intensification along rapid transit networks and a focus on iwi/Māori housing through the MAIHI Framework 4. Greenfield in the WRGF region is at a premium and we need to plan carefully for how we provide for greenfield with higher density than we have currently and for better connections to public transport. The regions development proposals at RFP stage include four large development proposals that provide for greenfield in this region 5. There are a handful of development proposals that do not necessarily provide for density along rapid transit or large amounts of greenfield, but they do provide for other aspects that are important such as affordable housing.” <p>Council continues to engage with Iwi, Landowners and Developers to enable the preparation of this proposal. All parties have provided information about their respective developments and/or letters to demonstrate their support to progress this application for funding of critical infrastructure in Ōtaki. For details refer to Appendices E.5 – E.12 inclusive.</p> <p><i>Supporting Material</i></p> |
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| | | |
|-----|---|---|
| | | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix D.6 - Steering Group workshop Appendix D.7 - Steering Group governance model Appendix D.8 - Letter of support_Ngā Hapu o Ōtaki Appendix D.9 - Letter of support_Ngati Toa Appendix E.5 - TWC OMRC Proposal Appendix E.6 - ANZAC Road Prelim Feaso Study Appendix E.7 - Rangiuru Rd Overview Appendix E.8 - s 9(2)(b)(ii) Appendix E.9 - Rangiuru - Site 2 KCDC Combined Appendix E.10 - s 9(2)(b)(ii) Appendix E.11 - Appendix E.12 -</p> |
| 4.4 | Confidence in the ability of all parties to deliver the Eligible Infrastructure Project(s) and housing development as proposed. | <p>Response at EOI Stage</p> <p>(a) <i>Describe the capability of the Applicant to deliver the Eligible Infrastructure Project(s) and/or housing development proposed.</i></p> <p>The Council has adopted an aggressive programme of Capex delivery in the 2021 LTP, which totals \$225 million in the first three years, equating to an average of \$75 million in each year, contrasting with a \$38 million upper limit in the previous LTP. The entire 20-year programme for the 2021 LTP is more than twice as much as the 2018 LTP forecast.</p> <p>To support the delivery of this Capex programme, Council has expanded its Project Management Office, which would support the delivery of the proposed projects in coordination with the existing Transport and Water Infrastructure Teams within Council.</p> <p>(b) <i>Provide prior examples for each of the relevant parties in delivering infrastructure and/or housing developments within an accelerated timeframe.</i></p> <p>Update at RFP Stage</p> <p><i>Updates in respect of question (a):</i></p> <p>Refer to Council's EOI response.</p> |



| | | | |
|--|--|--|--|
| | | Complete the table below in respect of question (b): | |
| | | Infrastructure experience | |
| | | Relevant party | Describe prior example <i>[insert name, location, number of dwellings]</i> |
| | | Kāpiti Coast District Council | Ōtaki Civic Theatre Earthquake Upgrade, Ōtaki |
| | | The Wellington Company Limited | Te Punawai , partnership development with Taranaki Whanui – consented 238 lot development, with stage 1 (89 lots) of the development being completed – traditional subdivision development with complex on site stormwater attenuation and waste water issues. . For details refer to Appendix E.5 |
| | | The Wellington Company Limited | Shelly Bay Taikuru, currently in development – high density development (350 units plus commercial infrasturcutre) with over \$30m of infrasturcutre to be developed/ redeveloped including seawalls, sewage rider main, stormwater outfalls, new wharf sturcutre, commuter jetty, reserviour and all onsite roadings. . For details refer to Appendix E.5 |
| | | Housing development experience | |
| | | Relevant party | Describe prior example <i>[insert name, location, number of dwellings]</i> |
| | | The Wellington Company Limited | Erskine Collage, Island Basy, 97 dwellings (medium/ high density) + restoration of a heritage 1 gothic chapel. For details refer to Appendix E.5 |
| | | s 9(2)(b)(ii) | |



| | |
|---|---|
| s 9(2)(b)(ii) | |
| Experience in partnering and working with Māori | |
| Relevant party | Describe prior example <i>[insert name, location, number of dwellings]</i> |
| s 9(2)(b)(ii) | |
| The Wellington Company Limited | Te Punawai , partnership development with Taranaki Whanui – consented 238 lot development, with stage 1 (89 lots) of the development being completed – traditional subdivision development with complex on site stormwater attenuation and waste water issues. |
| Kāpiti Coast District Council | Partnership with Te Whakaminenga o Kāpiti, providing financial assistance to a range of mana whenua entities such as the Māoriland Film Festival, Ōtaki Manuka Growers Ltd, Kāpiti Island Nature Tours and Toi Matarau Gallery (Māori Economic Development Fund). s 9(2)(b)(ii) |
| Supporting Material | |



| | | |
|--|--|---|
| | | <p>Reference [insert name of attachment and cross reference to relevant part below]</p> <p>Appendix E.5 - TWC OMRC Proposal</p> <p>Appendix E.6 - ANZAC Road Prelim Feaso Study</p> <p>Appendix E.7 - Rangiuru Rd Overview</p> <p>Appendix E.8 s 9(2)(b)(ii)</p> <p>Appendix E.9 - Rangiuru - Site 2 KCDC Combined</p> <p>Appendix E.10 s 9(2)(b)(ii)</p> <p>Appendix E.11</p> <p>Appendix E.12</p> |
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Schedule 1: Eligible and Ineligible Infrastructure

Complete both tables below.

Table 1a: Eligible Infrastructure Projects: Complete the table below by listing **each** Eligible Infrastructure Project:

| Ref # | IAF Eligible Infrastructure Description | Total Expected Cost (excl. GST) | Details of expected Funding Sources | | IAF Request (Bal requiring funding) | Delivery Party Responsible (if known) | Construction Estimated Start Date | Construction Estimated Completion Date |
|---------------------------------|--|---------------------------------|-------------------------------------|-----------|--|---------------------------------------|-----------------------------------|--|
| | | | Amount | Source | | | | |
| Transport (describe project) | | | | | | | | |
| 4.7-4.10 | <p>The proposed transport's scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development at s 9(2)(b)(ii) [REDACTED]. The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1.</p> | s 9(2)(b)(ii) [REDACTED] | | Developer | \$414,173 | TBC | 2024 | 2026 |
| Three Waters (describe project) | | | | | | | | |
| 1.1-1.16 | <p>The proposed water scope of works includes a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13, F.1 and the proposed scope of work under, F.2 and G.1. The reservoir project and new water network infrastructure has been accelerated for the IAF initiative and currently not contemplated in Council's LTP until after 2030. However due to greater than expected growth in population and housing demand, these critical water infrastructure projects have been accelerated to commence in</p> | s 9(2)(b)(ii) [REDACTED] | | | \$14,136,651Click or tap here to enter text. | TBCClick or tap here to enter text. | 2022 | 2027 |

| | | | | | | | | |
|--|--|--|--|--|--------------|-----|------|------|
| | 2022. The balance of the new and upgrades provide trunk infrastructure services to the boundaries of the development areas. | | | | | | | |
| 2.21-2.2.4 | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential development at [REDACTED] s 9(2)(b)(ii) For details refer to Appendix E.13, F.1 and G.1. | | | | 7,673,180 | TBC | 2024 | 2026 |
| 3.1-3.22 | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. | | | | \$11,998,928 | TBC | 2022 | 2027 |
| Flood Management (describe project) | | | | | | | | |
| Ref | Included in Three Waters Refer to Appendices E.13, F.1, G.1 | | | | \$- | - | - | - |
| Total Eligible Infrastructure | | | | | \$34,22,930 | | | |

Table 1b: Ineligible Infrastructure Projects: Complete the table below by listing all other infrastructure and associated work including ineligible infrastructure (which will not be funded under the IAF and is excluded from the scope of the Proposal for IAF funding), that is required to progress the housing development:

| Ref # | IAF <u>Non Eligible</u> Infrastructure Description | Total Expected Cost (excl. GST) | Details of Funding Sources | | Delivery Party Responsible for Non Eligible Infrastructure (if known) | Estimated Start Date | Estimated Completion Date |
|---|---|---------------------------------|----------------------------|--------|---|----------------------|---------------------------|
| | | | Amount | Source | | | |
| Transport (describe project) | | | | | | | |
| OMR C, ANZ AC, RAN GIUR U | Estimate: Roading and concrete, landscaping, P&G, contingency 10-40% on construction, preliminary urban design, planning, engineering costs, contingency 5-20% on fees. Excludes land and Council development levies and reserve charges. Estimates based upon review of Developer feasibility models (if provided) and/or high level estimates from and to be confirmed by Developer. Refer to Appendices E.13, G.1 | s 9(2)(b)(ii) | | | \$- | 2022 | 2027 |
| Three Waters (describe project) | | | | | | | |
| OMR C, ANZ AC, RAN GIUR U | Estimate: Water reticulation, wastewater, stormwater, P&G, contingency 10-40% on construction, preliminary urban design, planning, engineering costs, contingency 5-20% on fees. Excludes land and Council development levies and reserve charges. Estimates based upon review of Developer feasibility models (if provided) and/or high level estimates from and to be confirmed by Developer. Refer to Appendices E.13, G.1 | s 9(2)(b)(ii) | | | \$- | 9/2/22 | 15/10/27 |
| Flood Management (describe project) | | | | | | | |
| Ref | Included in Three Waters Refer to Appendices E.13, G.1 | s 9(2)(b)(ii) | | | \$- | - | - |
| Other Infrastructure (describe project) | | | | | | | |
| OMR C, ANZ AC, RAN GIUR U | Estimate: Network utilities, green infrastructure* and community infrastructure*, includes contingency 10-40% on construction. Excludes land and Council development levies and reserve charges. Estimates based upon review of Developer feasibility models (if provided) and/or high level estimates from and to be confirmed by Developer. | s 9(2)(b)(ii) | | | \$- | 9/2/22 | 15/10/27 |

| | | | | | | | |
|---------------------------------|---|--|--|-----|--|--|--|
| | *OMRC. Refer to Appendices E.13, G.1 | | | | | | |
| Total Ineligible Infrastructure | s 9(2)(b)(ii) | | | \$- | | | |

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Schedule 2: Infrastructure Cost and Funding Tables

Please complete the following tables showing the total cost for all infrastructure required to enable the housing development (broken down by type of cost and infrastructure category). The final table is requesting information from Applicants on their proposed funding sources for the total cost of the infrastructure.

Please complete the table below by breaking down the estimated **total enabling infrastructure cost** for the housing development into the “type of cost” categories below.

| 2a. Total enabling infrastructure cost for the housing development (breakdown by type of cost) | | | | |
|--|--|---|---|--|
| Type of cost | Estimated total cost of infrastructure (excl GST) [note that costs already incurred should be excluded] (\$) | Comment on the degree of confidence the Applicant has in the estimate | | Amount of IAF funding sought (\$) for the Eligible Costs in the relevant category |
| Feasibility costs and other early-stage planning work | s 9(2)(b)(ii) | High | Baseline costs estimates prepared by Robert Bird Group, refer to Appendix F.1. Escalation and contingency assumptions applied by Council, refer to Appendix G.1. | \$ 1,688,147 |
| Costs of designing, consenting and tendering | | High | Baseline costs estimates prepared by Robert Bird Group, refer to Appendix F.1. Escalation and contingency assumptions applied by Council, refer to Appendix G.1. | \$ 5,064,440 |
| Land acquisition | | High | Baseline costs estimates prepared by The Property Group, refer to Appendix F.2. Escalation and contingency assumptions applied by Council, refer to Appendix G.1. | \$ 460,000 [note, costs under this category must be wholly required for Eligible Infrastructure Projects to be eligible for IAF funding] |
| Construction | | High | Baseline costs estimates prepared by Robert Bird Group, refer to Appendix F.1. Escalation and contingency assumptions applied by Council, refer to Appendix G.1. | \$ 26,166,271 |
| Administrative costs for establishing complementary financing | | High | Baseline costs estimates prepared by Robert Bird Group, refer to Appendix F.1. Escalation and contingency assumptions applied by Council, refer to Appendix G.1. | \$ 844,073 |

| | | | | |
|----------------------------|---------------|------|---|---|
| Other (non-Eligible Costs) | s 9(2)(b)(ii) | High | Cost estimates based upon financial feasibility studies and other information submitted or advised by land owners and developers involved in this proposal; and assumptions prepared by The Property Group. | <i>[note, costs that are not in one of the categories above are not eligible for IAF funding. See "Eligible Costs"].</i> |
| Total | | | | \$ \$34,222,930 |

Please complete the table below by breaking down the estimated **total enabling infrastructure cost** for the housing development into the "infrastructure categories" below.

| 2b. Total enabling infrastructure cost for the housing development (breakdown by category of infrastructure, aggregating as appropriate) | | | | |
|--|--|---|--|---|
| Infrastructure category | Estimated total cost of infrastructure (excl GST) (\$) | Comment on the degree of confidence the Applicant has in the estimate | | Amount of IAF funding sought (\$) |
| Transport | s 9(2)(b)(ii) | High | Baseline costs estimates prepared by Robert Bird Group, refer to Appendix F.1. Escalation and contingency assumptions applied by Council, refer to Appendix G.1. | \$ 414,173 |
| Three Waters | | High | Baseline costs estimates prepared by Robert Bird Group and The Property Group, refer to Appendix F.1 and F.2 respectively. Escalation and contingency assumptions applied by Council, refer to Appendix G.1. | \$ 33,808,758 |
| Flood Management | | High | Included in Three Waters | \$ 0 |
| Other Eligible Costs ² | | High | - | \$ 0 |
| Other (non-Eligible Costs) | | High | Cost estimates based upon financial feasibility studies and other information submitted or advised by land owners and developers involved in this proposal; and assumptions prepared by The Property Group. | <i>[note, projects that are not one of the types above are not eligible for IAF funding. See "Eligible Infrastructure Project".]</i> |

² These are Eligible Costs that enable Eligible Infrastructure Project(s) but are not directly attributable to one category of Eligible Infrastructure Project.

| | | | | |
|--------------|--|--|--|-----------------|
| Total | \$ 169,809,875 [total should be equal to the amount in table 2a above] | | | \$ \$34,222,930 |
|--------------|--|--|--|-----------------|

Please complete the table below by identifying the funding sources for the estimated **total enabling infrastructure cost** for the housing development into the “source of funding” categories below.

| 2c. Funding sources for total infrastructure cost for the housing development | | |
|---|--|--|
| Source of funding | Estimated amount (\$) | Confirm status of the funding sources [describe any key assumptions and issues regarding these funding sources (both received and applied for)] |
| Territorial Authority (not recovered from development contributions) | \$ 0 [note, this should exclude amounts paid for by the Territorial Authority and recovered through development contributions] | <p>Council has prioritised the recommended scope from Robert Bird Group’s Infrastructure Services Plan under Appendix F.1 to only put forward critical infrastructure to enable growth in Ōtaki, for details refer to Appendix G.1 Proposed Scope and Cost Breakdown. Council’s provision for future reservoirs under its LTP has budgeted \$8,777,139 at the then assumed forecast growth. However, growth in Ōtaki as demonstrated in this proposal has grown faster than anticipated and exacerbated impacts on the deterioration of housing affordability, reduction of infrastructure resilience and increased vulnerability of some key communities.</p> <p>Council’s proposed approach is for the IAF to support the delivery of the accelerated reservoir by funding the gap in Council’s LTP and funding support for the delivery of other prioritised infrastructure defined under the Proposal Prioritisation and Appendix G.1 to advance affordable housing development in Ōtaki.</p> <p>Additional infrastructure investment is still required to complete identified infrastructure that has not been included in the proposal and that this will need to be funded by the Council and developers through extra investment or further reprioritisation of current planned LTP expenditure. This extra infrastructure cost is estimated to be about \$50.6million including escalation and contingency.</p> |
| Territorial Authority (anticipated to be recovered via development contributions or | s 9(2)(b)(ii) | LTP |

| | | |
|---|---|--|
| other mechanisms) | | |
| Waka Kotahi | \$ 0 | Nil |
| DIA Three Waters funding | \$ 0 | Nil |
| Other central government funding (e.g., shovel ready funding) | \$ 0 | Nil |
| Other non-government funding | \$ 0 | Nil |
| Sub-total (excluding IAF Funding) | s 9(2)(b)(ii) | |
| IAF Funding Sought | | |
| Total including IAF Funding | | |
| Developer / landowner (fair share contribution) | \$ Refer to comment <i>[note, specify amounts expected to be recovered by developer/landowners for their fair share contribution]</i> | The developer / landowner fair share contribution is not confirmed at this stage. As per s207 of the Local Government Act 2002 (LGA), development agreements may be entered into between the Developer and Council for a wide range of development matters. This includes enabling developers and Council to opt out of requiring development contributions, and instead find agreed solutions tailored to meet particular development and infrastructure requirements while ensuring private and public outcomes are met. Therefore, the contributions expected through a Development Agreement is not mutually exclusive to the DCs that are calculated in accordance with Council's DCs Policy - it may be either one or the other. Further conversations need to occur between Council and developers before development agreements can be entered into for the proposed housing developments. |

Schedule 3: Status of Eligible Infrastructure Projects

Complete the status table below for each **Eligible Infrastructure Project** identified in your response to table 1 in Schedule 1 (Eligible and Ineligible infrastructure), adding additional tables, as needed.

| Table 3a: Insert Eligible Infrastructure Project: Transport (refer to Appendix E.13) | | | |
|---|----------------------------------|--|--|
| Status | Completed Y/N | Date Completed or Expected to Be Completed | Comments (to explain further if required) |
| 1. Preliminary Design and Costing (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Not Started | N | 2024-2026 | The proposed transport scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated in Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development s 9(2)(b)(ii). The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |
| Preliminary Design & Costing Underway | Click or tap here to enter text. | Click or tap here to enter text. | |
| Draft Preliminary Design & Costs Completed | Click or tap here to enter text. | Click or tap here to enter text. | |
| Final Preliminary Design & Costs Completed & Approved | | | |
| 2. Detailed Design (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Commencement of Detailed Design | | | The proposed transport scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated in Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development s 9(2)(b)(ii). The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |
| Detailed Design Underway | | | |
| Detailed Design Completed | N | 2024-2026 | |
| Engineering Plan Approved | | | |
| 3. Business Case or Investment Case (select applicable stage applicant is at from one of the options below and complete row) | | | |
| No Business or Investment Case Started | Click or tap here to enter text. | Click or tap here to enter text. | The proposed transport scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated in Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development s 9(2)(b)(ii). The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |

| | | | |
|--|----------------------------------|----------------------------------|--|
| Draft Business or Investment Case Underway | | Click or tap here to enter text. | 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |
| Draft Business or Investment Case Completed | | Click or tap here to enter text. | |
| Business or Investment Case Approved | N | 2024-2026 | |
| 4. Land Acquisition (if applicable - select stage applicant is at from one of the options below and complete row) | | | |
| Acquisition to commence | N | | The proposed transport scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated in Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development s 9(2)(b)(ii). The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |
| Acquisition under negotiation | | | |
| Land Acquired | | | |
| 5. Consenting (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Consents in Preparation to be lodged | | Click or tap here to enter text. | The proposed transport scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated in Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development s 9(2)(b)(ii). The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |
| Consents have been Lodged | Click or tap here to enter text. | | |
| Consents Approved | N | 2024-2026 | |
| 6. Procurement of Construction Contractors (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Request for Tender ready to go to Market | Click or tap here to enter text. | | The proposed transport scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated in Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development s 9(2)(b)(ii). The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |
| Request for Tender gone to Market | | Click or tap here to enter text. | |
| Evaluation of Tenders in Progress | | Click or tap here to enter text. | |
| Preferred Tender Contract Procured | N | 2024-2026 | |

| 7. Other Approvals (please note any other approvals that may help application) | | | |
|--|----------------------------------|--|--|
| Other Applicable Approvals (i.e. Council committee, Waka Kotahi approvals) | N | 2024-2026 | The proposed transport scope of works is associated with a new project for the purposes of the IAF initiative and currently not contemplated in Council's LTP. The proposed infrastructure proposed is to upgrade ANZAC Road to accommodate proposed residential development s 9(2)(b)(ii). The programme for the upgrade commences in 2024 and complete in 2026 in line with the anticipated housing development, refer to Appendix E.13. The Infrastructure Services Plan under Appendix F.1 and proposed scope of works and financial assumptions under Appendix G.1. |
| Table 3a: Insert Eligible Infrastructure Project: Water and Zoned Water (refer to Appendix E.13) | | | |
| Status | Completed Y/N | Date Completed or Expected to Be Completed | Comments (to explain further if required) |
| 1. Preliminary Design and Costing (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Not Started | N | 2024-2026 | Water comprises a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13, F.1 and the proposed scope of work under G.1. The reservoir project and new water network infrastructure has been accelerated for the IAF initiative and currently not contemplated in Council's LTP until after 2030. However due to greater than expected growth in population and housing demand, these critical water infrastructure projects have been accelerated to commence in 2022. The balance of the new and upgrades provide trunk infrastructure services to the boundaries of the development areas. |
| Preliminary Design & Costing Underway | Click or tap here to enter text. | | |
| Draft Preliminary Design & Costs Completed | Click or tap here to enter text. | | |
| Final Preliminary Design & Costs Completed & Approved | Click or tap here to enter text. | Click or tap here to enter text. | |
| 2. Detailed Design (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Commencement of Detailed Design | Click or tap here to enter text. | Click or tap here to enter text. | Water comprises a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13, F.1 and the proposed scope of work under G.1. The reservoir project and new water network infrastructure has been accelerated for the IAF initiative and currently not contemplated in Council's LTP until after 2030. However due to greater than expected growth in population and housing demand, these critical water infrastructure projects have been accelerated to commence in 2022. The balance of the new and upgrades provide trunk infrastructure services to the boundaries of the development areas. |
| Detailed Design Underway | Click or tap here to enter text. | Click or tap here to enter text. | |
| Detailed Design Completed | N | 2023-2026 | |
| Engineering Plan Approved | Click or tap here to enter text. | Click or tap here to enter text. | |
| 3. Business Case or Investment Case (select applicable stage applicant is at from one of the options below and complete row) | | | |
| No Business or Investment Case Started | Click or tap here to enter text. | Click or tap here to enter text. | Water comprises a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13, F.1 and the proposed scope of work under G.1. The reservoir project and new water network infrastructure has been |

| | | | |
|--|----------------------------------|----------------------------------|--|
| Draft Business or Investment Case Underway | Click or tap here to enter text. | Click or tap here to enter text. | accelerated for the IAF initiative and currently not contemplated in Council's LTP until after 2030. However due to greater than expected growth in population and housing demand, these critical water infrastructure projects have been accelerated to commence in 2022. The balance of the new and upgrades provide trunk infrastructure services to the boundaries of the development areas. |
| Draft Business or Investment Case Completed | Click or tap here to enter text. | Click or tap here to enter text. | |
| Business or Investment Case Approved | N | 2023-2026 | |
| 4. Land Acquisition (if applicable - select stage applicant is at from one of the options below and complete row) | | | |
| Acquisition to commence | | | Water comprises a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13 and F.1 and F.2. |
| Acquisition under negotiation | | | |
| Land Acquired | N | 2023 | |
| 5. Consenting (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Consents in Preparation to be lodged | Click or tap here to enter text. | Click or tap here to enter text. | Water comprises a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13, F.1 and the proposed scope of work under G.1. The reservoir project and new water network infrastructure has been accelerated for the IAF initiative and currently not contemplated in Council's LTP until after 2030. However due to greater than expected growth in population and housing demand, these critical water infrastructure projects have been accelerated to commence in 2022. The balance of the new and upgrades provide trunk infrastructure services to the boundaries of the development areas. |
| Consents have been Lodged | Click or tap here to enter text. | Click or tap here to enter text. | |
| Consents Approved | N | 2023 | |
| 6. Procurement of Construction Contractors (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Request for Tender ready to go to Market | Click or tap here to enter text. | Click or tap here to enter text. | Water comprises a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13, F.1 and the proposed scope of work under G.1. The reservoir project and new water network infrastructure has been accelerated for the IAF initiative and currently not contemplated in Council's LTP until after 2030. However due to greater than expected growth in population and housing demand, these critical water infrastructure projects have been accelerated to commence in 2022. The balance of the new and upgrades provide trunk infrastructure services to the boundaries of the development areas. |
| Request for Tender gone to Market | Click or tap here to enter text. | Click or tap here to enter text. | |
| Evaluation of Tenders in Progress | Click or tap here to enter text. | Click or tap here to enter text. | |
| Preferred Tender Contract Procured | N | 2023-2026 | |

| 7. Other Approvals (please note any other approvals that may help application) | | | |
|--|----------------------------------|--|--|
| Other Applicable Approvals (i.e. Council committee, Waka Kotahi approvals) | N | 2023-2026 | Water comprises a new 5.5ml reservoir and upgrades to the potable water network as described under Appendices E.13, F.1 and the proposed scope of work under G.1. The reservoir project and new water network infrastructure has been accelerated for the IAF initiative and currently not contemplated in Council's LTP until after 2030. However due to greater than expected growth in population and housing demand, these critical water infrastructure projects have been accelerated to commence in 2022. The balance of the new and upgrades provide trunk infrastructure services to the boundaries of the development areas. |
| Table 3a: Insert Eligible Infrastructure Project: Stormwater (refer to Appendix E.13) | | | |
| Status | Completed Y/N | Date Completed or Expected to Be Completed | Comments (to explain further if required) |
| 1. Preliminary Design and Costing (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Not Started | N | 2022-2024 | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential development s 9(2)(b)(ii) For details refer to Appendix E.13, F.1 and G.1. |
| Preliminary Design & Costing Underway | Click or tap here to enter text. | | |
| Draft Preliminary Design & Costs Completed | Click or tap here to enter text. | | |
| Final Preliminary Design & Costs Completed & Approved | Click or tap here to enter text. | Click or tap here to enter text. | |
| 2. Detailed Design (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Commencement of Detailed Design | Click or tap here to enter text. | Click or tap here to enter text. | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential development s 9(2)(b)(ii) For details refer to Appendix E.13, F.1 and G.1. |
| Detailed Design Underway | Click or tap here to enter text. | Click or tap here to enter text. | |
| Detailed Design Completed | N | 2022-2024 | |
| Engineering Plan Approved | Click or tap here to enter text. | Click or tap here to enter text. | |
| 3. Business Case or Investment Case (select applicable stage applicant is at from one of the options below and complete row) | | | |
| No Business or Investment Case Started | Click or tap here to enter text. | Click or tap here to enter text. | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential development s 9(2)(b)(ii) For details refer to Appendix E.13, F.1 and G.1. |
| Draft Business or Investment Case Underway | Click or tap here to enter text. | Click or tap here to enter text. | |

| | | | |
|--|----------------------------------|----------------------------------|--|
| Draft Business or Investment Case Completed | Click or tap here to enter text. | Click or tap here to enter text. | |
| Business or Investment Case Approved | N | 2024 | |
| 4. Land Acquisition (if applicable - select stage applicant is at from one of the options below and complete row) | | | |
| Acquisition to commence | Click or tap here to enter text. | | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential developments s 9(2)(b)(ii) For details refer to Appendix E.13, F.1 and G.1. |
| Acquisition under negotiation | Click or tap here to enter text. | | |
| Land Acquired | Click or tap here to enter text. | Click or tap here to enter text. | |
| 5. Consenting (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Consents in Preparation to be lodged | Click or tap here to enter text. | Click or tap here to enter text. | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential development at 22 ANZAC Road. For details refer to Appendix E.13, F.1 and G.1. |
| Consents have been Lodged | Click or tap here to enter text. | Click or tap here to enter text. | |
| Consents Approved | N | 2024 | |
| 6. Procurement of Construction Contractors (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Request for Tender ready to go to Market | Click or tap here to enter text. | Click or tap here to enter text. | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential development at 22 ANZAC Road. For details refer to Appendix E.13, F.1 and G.1. |
| Request for Tender gone to Market | Click or tap here to enter text. | Click or tap here to enter text. | |
| Evaluation of Tenders in Progress | Click or tap here to enter text. | Click or tap here to enter text. | |
| Preferred Tender Contract Procured | N | 2024 | |

| 7. Other Approvals (please note any other approvals that may help application) | | | |
|--|----------------------------------|--|--|
| Other Applicable Approvals (i.e. Council committee, Waka Kotahi approvals) | N | 2024 | The proposed stormwater scope of works is associated with new projects for the purposes of the IAF initiative and currently not contemplated under Council's LTP. The proposed infrastructure proposed is to upgrades to Mangapouri Stream for resilience and due to its cultural significance align with Iwi values and objectives. A diversion of surface water to the north of the site is also proposed to support proposed residential development s 9(2)(b)(ii) For details refer to Appendix E.13, F.1 and G.1. |
| Table 3a: Insert Eligible Infrastructure Project: Wastewater (refer to Appendix E.13) | | | |
| Status | Completed Y/N | Date Completed or Expected to Be Completed | Comments (to explain further if required) |
| 1. Preliminary Design and Costing (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Not Started | N | 2022-2026 | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. |
| Preliminary Design & Costing Underway | Click or tap here to enter text. | | |
| Draft Preliminary Design & Costs Completed | Click or tap here to enter text. | | |
| Final Preliminary Design & Costs Completed & Approved | Click or tap here to enter text. | Click or tap here to enter text. | |
| 2. Detailed Design (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Commencement of Detailed Design | Click or tap here to enter text. | Click or tap here to enter text. | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. |
| Detailed Design Underway | Click or tap here to enter text. | Click or tap here to enter text. | |
| Detailed Design Completed | N | 2022-2026 | |
| Engineering Plan Approved | Click or tap here to enter text. | Click or tap here to enter text. | |
| 3. Business Case or Investment Case (select applicable stage applicant is at from one of the options below and complete row) | | | |
| No Business or Investment Case Started | Click or tap here to enter text. | Click or tap here to enter text. | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. |
| Draft Business or Investment Case Underway | Click or tap here to enter text. | Click or tap here to enter text. | |

| | | | |
|--|----------------------------------|----------------------------------|---|
| Draft Business or Investment Case Completed | Click or tap here to enter text. | Click or tap here to enter text. | |
| Business or Investment Case Approved | N | 2022-2026 | |
| 4. Land Acquisition (if applicable - select stage applicant is at from one of the options below and complete row) | | | |
| Acquisition to commence | Click or tap here to enter text. | | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. |
| Acquisition under negotiation | Click or tap here to enter text. | | |
| Land Acquired | Click or tap here to enter text. | Click or tap here to enter text. | |
| 5. Consenting (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Consents in Preparation to be lodged | Click or tap here to enter text. | Click or tap here to enter text. | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. |
| Consents have been Lodged | Click or tap here to enter text. | Click or tap here to enter text. | |
| Consents Approved | N | 2022 - 2026 | |
| 6. Procurement of Construction Contractors (select applicable stage applicant is at from one of the options below and complete row) | | | |
| Request for Tender ready to go to Market | Click or tap here to enter text. | Click or tap here to enter text. | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. |
| Request for Tender gone to Market | Click or tap here to enter text. | Click or tap here to enter text. | |
| Evaluation of Tenders in Progress | Click or tap here to enter text. | Click or tap here to enter text. | |
| Preferred Tender Contract Procured | N | 2022 - 2026 | |

| 7. Other Approvals (please note any other approvals that may help application) | | | |
|--|---|-----------|---|
| Other Applicable Approvals (i.e. Council committee, Waka Kotahi approvals) | N | 2022-2026 | The proposed wastewater scope of works is associated with new wastewater pump stations and network infrastructure that has been accelerated for the IAF initiative and currently not contemplated until later in Council's LTP. New infrastructure not contemplated under the LTP is also proposed due to greater than expected growth in population and housing demand. For details refer to Appendix E.13, F.1 and G.1. |

Repeat a table for each Eligible Infrastructure Project.

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Schedule 4: Dwellings Enabled – Direct and Additional Growth

| Dwellings Enabled | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 onwards | Total |
|--|----------|----------|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|
| Dwellings delivered by the housing development (Direct) | 0 | 33 | 203 | 473 | 659 | 1006 | 1076 | 1141 | 1141 | 1141 | 1141 | 1141 | 1141 | 1141 | 1141 |
| Broader housing capacity enabled by the Eligible Infrastructure Project(s) (Indirect) | 0 | 0 | 0 | 4817 | 4631 | 4284 | 4214 | 4149 | 4149 | 4149 | 4149 | 4149 | 4149 | 4149 | 4149 |
| Total Dwellings Enabled | 0 | 0 | 0 | 5290 | 5290 | 5290 | 5290 | 5290 | 5290 | 5290 | 5290 | 5290 | 5290 | 5290 | 5290 |

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OFFICIAL INFORMATION ACT 1982

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