

EOI Response Form

Infrastructure Acceleration Fund

How to respond to the Expression of Interest Invitation

Applicants should complete this EOI Response Form to submit an EOI and Proposal in response to the EOI Invitation released on 30 June 2021. Applicants must also complete the Applicant Declaration and submit it with their EOI and Proposal.

Please complete this EOI Response Form in relation to one specific housing development and the infrastructure required to enable that housing development.

Applicants may submit a separate EOI and Proposal by completing a separate EOI Response Form for a distinctly different scenario if it involves materially different housing outcomes.

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

Content

The EOI Response Form has the following parts:

- Part A- General Information: seeking basic information about the Applicant
- Part B- Proposal Information: seeking high level information about the housing development and the infrastructure required to enable the housing development

Part B MUST BE COMPLETED IN NO MORE THAN 7 PAGES

- Part C- Criteria Responses: seeking high-level responses to the Eligibility and Evaluation Criteria.

Part C MUST BE COMPLETED IN NO MORE THAN 25 PAGES

Applicants should note that these page limits incorporate the table format of this EOI Response Form (including various check-boxes). Free text responses will make up only a fraction of the total pages in a completed EOI Response Form.

Applicants must complete this form **using size 10 font**. Capitalised terms in this EOI Response Form shall have their meaning as set out in the Appendix of the EOI Invitation.

Supporting Material

Where a particular question in this EOI Response Form indicates that further material and/or evidence (**Supporting Material**) may be uploaded (to the extent the Applicant has such information available), Applicants may refer to that Supporting Material in their responses.

The Supporting Material is in addition to the page limits specified above. It should be limited to information specific to the Proposal that will support its evaluation (do not submit generic marketing information for example).

Use the table below to outline what Supporting Material (if any) has been included in the Proposal in support of each question.

Question	Reference to supporting material? <i>[insert name of attachment]</i>
Part B question 1	KCDC Part B attachments A-M.pdf
Part C Eligibility Criteria 2: Eligible Infrastructure Project/s – dwellings enabled and timeframes question (c)	KCDC Part C Summary Table.pdf
Part C Evaluation Criteria: 4.3	KCDC Part C Q4.3 OPTB Letter.pdf



Part A- General Information

1. Enter the following details (if a Territorial Authority lead Applicant).

Territorial Authority name (including council controlled organisations)	Choose a Territorial Authority: Kapiti Coast District OR If council controlled organisation: Click or tap here to enter text.
Provide a contact person for this EOI: - Full name - Position - Contact number - Email address	Darryn Grant Strategic Development Director s 9(2)(a)

OR

1. Enter the following details (if a developer or Māori lead Applicant).

About your organisation	Response
Organisation name	Click or tap here to enter text.
Organisation website	Click or tap here to enter text.
NZBN/NZBM Māori identifier	Click or tap here to enter text.
Address	Click or tap here to enter text.
Region	Click or tap here to enter text.
Post code	Click or tap here to enter text.
Type of organisation	Choose a type of organisation.
Tax residency	Click or tap here to enter text.
Owners / Shareholders	Click or tap here to enter text.
Directors / Trustees	Click or tap here to enter text.
Identify iwi affiliation (if relevant)	Click or tap here to enter text.
Provide a contact person for this EOI: - Full name - Position - Contact number - Email address	Click or tap here to enter text.

2. Please list the names of each known housing developer expected to be involved in the housing development. [note: "housing development" is referring to the additional dwellings being enabled by the Eligible Infrastructure Project(s)]

This Expression of Interest contains proposals for housing development to be undertaken in multiple locations in Ōtaki and includes the following developers / landowners:

s 9(2)(b)(ii)

- The Wellington Company Limited,

s 9(2)(b)(ii)



3. Please enter the following details about the housing development:

Name:	Ōtaki housing developments		
Location (suburb and city):	Ōtaki		
Territorial Authority region:	Kapiti Coast District		
Brownfield / Greenfield: <i>[note, if the housing development is a mix or if the category is unclear, choose the type which best describes the housing development].</i>	Category	<input checked="" type="checkbox"/>	
	Greenfields OR	<input checked="" type="checkbox"/>	
	Brownfields	<input type="checkbox"/>	

4. IAF Funding sought: \$ 24,026,000

5. Timing when IAF funding is expected to be drawn:

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031 – onward
Amount (\$)	\$7,729,000	\$9,140,000	\$6,232,000	\$925,000	\$0	\$0	\$0	\$0	\$0	\$0

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1. Please describe:

(a) the housing development and associated housing outcomes;

[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:

- 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) [REDACTED] The Wellington Company, Ōtaki Māori Racing Club, Otaki – 600 new dwellings; Multiple Developers, Rangiuru Road, Ōtaki s 9(2)(b)(ii) [REDACTED] 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 to 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) [REDACTED] Land acquired by Council in the Rangiuru 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
- The housing outcomes are aligned with conversations with s 9(2)(b)(ii) [REDACTED] and local people who indicate increasing concern about the ability for local people to stay in the community and maintain their connection to whenua. 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. Iwi have also indicated a range of wider aspirations and outcomes for any new housing developments in Ōtaki s 9(2)(b)(ii) [REDACTED]
- 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.



(b) all of the infrastructure required to enable the housing development; and

[CONFIDENTIAL] Council has identified that the following infrastructure is required to build upon the existing networks (shown under Supporting Material, Part B Q1, maps, Map G: Existing Potable Water Infrastructure, Map H: Existing Wastewater Infrastructure and Map I: Existing Wastewater Infrastructure) to support the accelerated delivery of the above stated housing outcomes in Ōtaki:

- Transport: new local roads and footpath connections – 500m; widening and upgrades of existing roads and new footpaths – 850m; and for details refer to Supporting Material, Part B Q1, Map J: Proposed Transport Infrastructure Overview.
- Potable Water: a new four megalitre capacity potable water reservoir system and connecting trunk network; a new two megalitre capacity potable water reservoir system and connecting trunk network; upgraded pump station; and for details refer to Supporting Material, Part B Q1, Map K: Proposed Upgrades / New 3 Water Services and Reservoirs.
- Wastewater: new and upgraded wastewater trunk pipeline – 2,100m; upgrade of 5 existing pump stations; and for details refer to Supporting Material, Part B Q1, Map K: Proposed Upgrades / New 3 Water Services and Reservoirs.
- Stormwater: new trunk pipeline; pump station upgrades; upgrades to existing culverts; and for details refer to Supporting Material, Part B Q1, Map K: Proposed Upgrades / New 3 Water Services and Reservoirs.

The proposed infrastructure will provide capacity for future additional developments in the area and improve the resiliency of existing infrastructure. For details refer to the attached Supporting Material, Part B Q1, L: - Comined (Proposed) Plan for Ōtaki and F: Summary of proposed Ōtaki housing forecasts, outcomes and eligible infrastructure.

(c) current status and timing.

[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.

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.



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.

For details refer to the attached Supporting Material, Part B Q1, F: Summary of proposed Ōtaki housing forecasts, outcomes and eligible infrastructure

Please attach any Supporting Material which will assist us in gaining an understanding of the Proposal.

2. 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)	Medium	[CONFIDENTIAL] Desktop assessment. s 9(2)(b)(ii) For details refer to breakdown under Supporting Material, Part B Q1, M: Total enabling infrastructure cost for the housing development (breakdown by type of cost and infrastructure)	\$ 1,181,300
Costs of designing, consenting and tendering		Medium	[CONFIDENTIAL] Desktop assessment and Business Case. For details refer to breakdown under Supporting Material, Part B Q1, M: Total enabling infrastructure cost for the housing development (breakdown by type of cost and infrastructure)	\$ 3,543,900
Land acquisition		Medium	[CONFIDENTIAL] Desktop assessment. For details refer to breakdown under Supporting Material, Part B Q1, M: Total enabling infrastructure cost for the housing	\$ 400,000 [note, costs under this category must be wholly required for Eligible



	s 9(2)(b)(ii)		development (breakdown by type of cost and infrastructure)	<i>Infrastructure Projects to be eligible for IAF funding]</i>
Construction		Medium	[CONFIDENTIAL] Desktop assessment and Business Case. For details refer to breakdown under Supporting Material, Part B Q1, M: Total enabling infrastructure cost for the housing development (breakdown by type of cost and infrastructure)	\$ 18,310,150
Administrative costs for establishing complementary financing		Medium	[CONFIDENTIAL] Desktop assessment. For details refer to breakdown under Supporting Material, Part B Q1, M: Total enabling infrastructure cost for the housing development (breakdown by type of cost and infrastructure)	\$ 590,650
Other (non-Eligible Costs)		Choose a confidence level.	Click or tap here to enter text.	<i>[note, costs that are not in one of the categories above are not eligible for IAF funding. See "Eligible Costs"].</i>
Total				\$ 24,026,000

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)	Medium	[CONFIDENTIAL] Desktop assessment	\$ 3,488,000
Three Waters		Medium	[CONFIDENTIAL] Desktop assessments and Business Cases, comprising the following proposed infrastructure estimates: Potable water \$15.1m, Stormwater \$5.8m and Wastewater \$12.7m. For details refer to breakdown under Supporting Material, Part B Q1, M: Total enabling infrastructure cost for the housing development (breakdown by type of cost and infrastructure)	\$ 20,538,000



Flood Management	s 9(2)(b)(ii)	Choose a confidence level.	[CONFIDENTIAL] Desktop assessment included in stormwater estimates.	\$ 0
Other Eligible Costs ¹		Choose a confidence level.	Click or tap here to enter text.	\$ 0
Other (non-Eligible Costs)		Choose a confidence level.	Click or tap here to enter text.	[note, projects that are not one of the types above are not eligible for IAF funding . See "Eligible Infrastructure Project".]
Total				\$ 24,026,000

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)	s 9(2)(b)(ii)	[CONFIDENTIAL] Refer LTP
Territorial Authority (anticipated to be recovered via development contributions)		[CONFIDENTIAL] Refer LTP
Developer / landowner (other		Not applicable

¹ These are Eligible Costs that enable Eligible Infrastructure Project(s) but are not directly attributable to one category of Eligible Infrastructure Project.



than from development contributions)	s 9(2)(b)(ii)	
Waka Kotahi		Not confirmed by Waka Kotahi, refer LTP
DIA Three Waters funding		?
IFF funding		?
Other central government funding (e.g., CIP shovel ready funding)		Previous applications for funding from CIP and PGF funding rounds were not approved. Since these applications were made there has been a significant increase in housing demand in the area, which has put increased pressure on existing infrastructure capacity and resilience.
Other non-government funding		?
Sub-total (excluding IAF Funding)		<i>Not applicable</i>
IAF Funding Sought		<i>Not applicable</i>
Total including IAF Funding		<i>Not applicable</i>

3. Other matters:

- (a) 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); and

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:

- 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.

(b) 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.

The potential non financial powers that could be utilised to maximise housing outcomes, include:

- 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.



Part C – Eligibility and Evaluation Criteria Responses

Introduction

This Part C relates to (i) the Eligibility Criteria and (ii) the Evaluation Criteria, which will be considered to determine which Proposals are to proceed to the RFP stage.

(i) Eligibility Criteria

The table below sets out the criteria which must be satisfied for a Proposal to be eligible for funding. Failure to satisfy any of these criteria will result in the Proposal being unsuccessful.

Eligibility Criteria	Applicant response
1. Eligible Applicant The Applicant is either: (a) a Territorial Authority; or (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>Only developer and Māori Applicants are required to respond to this question.</p> <p>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).</p> <div>Not applicable</div>
2. Eligible Infrastructure Project/s – (minimum housing outcomes) The Eligible Infrastructure Project(s) for which the Applicant is seeking funding must be expected to enable at least:	<p>Identify the number of additional dwellings that are expected to be enabled by the Eligible Infrastructure Project(s) referred to in the Proposal.</p> <div> <p>[CONFIDENTIAL] The anticipated combined housing outcomes from this EOI are approximately 1,158 new dwellings, which is 804 dwellings above forecasted growth over the next 5-7 years:</p> <p>s 9(2)(b)(ii)</p> <ul style="list-style-type: none"> - The Wellington Company, Ōtaki Māori Racing Club, Ōtaki – 600 dwellings; and - Multiple Developers, Rangiu Road, Ōtaki s 9(2)(b)(ii) dwellings. </div>



Eligibility Criteria	Applicant response						
(i) 200 additional dwellings in tier one urban environments ² ; (ii) 100 additional dwellings in tier two urban environments ³ ; or (iii) 30 additional dwellings elsewhere.	For details refer to the attached Supplementary Information, Supporting Material, Part B Q1, F: Summary of proposed Ōtaki housing forecasts, outcomes and eligible infrastructure.						
Eligible Infrastructure Project/s (type) 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.	With reference to your response to question 2 in Part B, confirm that the amount of IAF funding being sought will be applied to Eligible Infrastructure Project(s). <table border="1"> <thead> <tr> <th>Response</th><th></th></tr> </thead> <tbody> <tr> <td>Yes</td><td><input checked="" type="checkbox"/></td></tr> <tr> <td>No</td><td><input type="checkbox"/></td></tr> </tbody> </table>	Response		Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Response							
Yes	<input checked="" type="checkbox"/>						
No	<input type="checkbox"/>						

² **Auckland** (Auckland Council), **Hamilton** (Waikato Regional Council, Hamilton City Council, Waikato District Council, Waipā District Council), **Tauranga** (Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council), **Wellington** (Wellington Regional Council, Wellington City Council, Porirua City Council, Hutt City Council, Upper Hutt City Council, Kāpiti Coast District Council), **Christchurch** (Canterbury Regional Council, Christchurch City Council, Selwyn District Council, Waimakariri District Council).

³ **Whangārei** (Northland Regional Council, Whangarei District Council), **Rotorua** (Bay of Plenty Regional Council, Rotorua District Council), **New Plymouth** (Taranaki Regional Council, New Plymouth District Council), **Napier Hastings** (Hawke's Bay Regional Council, Napier City Council, Hastings District Council), **Palmerston North** (Manawātū-Whanganui Regional Council, Palmerston North City Council), **Nelson Tasman** (Nelson City Council, Tasman District Council), **Queenstown** (Otago Regional Council, Queenstown Lakes District Council), **Dunedin** (Otago Regional Council, Dunedin City Council).



Eligible Infrastructure Project/s – (dwellings enabled and timeframes)

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.

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.

- (a) Confirm the Eligible Infrastructure Project(s) for which funding is sought are **wholly or primarily for the purpose of enabling additional dwellings.**

Response	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

- (b) State the expected number of additional dwellings to be built (to completion) over each year:

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036 onward
No. Dwellings (within each period)	56	164	198	140	99	99	48	0	0	0	0	0	0	0	0

- (c) Comment on the basis for the figures above, the degree of risk around these housing outcomes, and provide any Supporting Material that you are relying on.

[CONFIDENTIAL] The above numbers are based on the additional number of dwellings to be built, when compared with the current forecasts for Otaki (Total 804). The combined housing outcomes from this proposal are estimated to result in 1,158 new dwellings, which is based on the three development areas and associated housing outcomes listed below:

§ 9(2)(b)(ii) The Wellington Company, Otaki Māori Racing Club, Otaki – 600 new dwellings; and Multiple Developers, Rangiu Road, Otaki § 9(2)(b)(ii) new dwellings.

The risks associated with these housing outcomes include:

- An over supply of dwellings compared to the current forecasts of 2,212 dwellings by 2028, this represents an increase of 354 dwellings over the current 1,858 dwellings. The three proposed developments will deliver a material 804 additional dwellings (refer to the profile under (b) above) over the median annual Otaki dwelling forecast (total 1,158 dwellings = 354 + 804).
- As a result of the increased demand from the three-development proposals, the delivery of critical transport, three waters and flood management infrastructure must be accelerated to enable the level of provision required for short- and medium-term capacity and



Eligibility Criteria	Applicant response
	<p>long term resilience of the infrastructure services. Without funding from the IAF, there is limited ability to accelerate due to existing constraints under the LTP</p> <ul style="list-style-type: none"> - The proposed additional dwellings are likely to be delivered over the short to medium term by the private sector. However only through funding from the IAF can a diverse range of housing outcomes and choices be delivered within the timeframes and provide much needed affordable and Māori housing outcomes in Ōtaki - The development proposals are all at different stages of pre-application, consenting and delivery over the next 5 years. With capacity constraints associated with consenting and supply chains supporting the delivery of developments, there are risks of delays associated with housing outcomes in Ōtaki <p>s 9(2)(b)(ii)</p> <p>- For details please refer to F: Summary of proposed Ōtaki housing forecasts, outcomes and eligible infrastructure.</p>

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Eligibility Criteria	Applicant response						
3. Eligible Costs Funding requested under the Proposal relates to the following costs: <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>With reference to your response to question 2 in Part B, confirm that the amount of IAF funding being sought will be applied to Eligible Infrastructure Costs, being:</p> <ul style="list-style-type: none"> (a) feasibility studies and other early-stage development work; (b) designing, consenting, tendering and acquiring land (where it is wholly required for Eligible Infrastructure Projects); (c) constructing Eligible Infrastructure Projects; and (d) in limited situations, non-capital administrative matters, where these are necessary to establishing complementary financing. <table border="1"> <tr> <td>Response</td><td><input checked="" type="checkbox"/></td></tr> <tr> <td>Yes</td><td><input checked="" type="checkbox"/></td></tr> <tr> <td>No</td><td><input type="checkbox"/></td></tr> </table>	Response	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Response	<input checked="" type="checkbox"/>						
Yes	<input checked="" type="checkbox"/>						
No	<input type="checkbox"/>						

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The table below sets out the Evaluation Criteria to be applied to determine which Proposals are to proceed to the RFP Stage.

It is important to note that progression to the RFP stage does not mean that the Proposal will ultimately receive funding. Applicants themselves should therefore carefully consider their prospects of success before submitting an EOI in response to this EOI Invitation having regard to the Evaluation Criteria below (noting that more fulsome information about the Proposal will be requested, and due diligence undertaken, at RFP Stage).

Evaluation Criteria – Housing Outcomes 40%		Applicant response
1.1	The number of additional dwellings that the funding will enable relative to demand in that area.	<p>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).</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

Evaluation Criteria – Housing Outcomes 40%	Applicant response
	<p>of 300 households prior to COVID-19, for details refer to https://www.kapiticoast.govt.nz/media/38290/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.
<p>1.2 The proportion of lower-cost houses expected to be enabled by the Eligible Infrastructure Project(s) (primarily informed by typology of housing expected to be built).</p> <p>[Note to Applicants: to the extent that this information cannot be provided because a willing developer(s) has not yet been engaged, respond to this 1.2 with what you consider to be reasonably achievable with regard to similar housing developments in the particular area. Note that further due diligence will be undertaken to verify statements made above at the RFP Stage.]</p>	<p>Please:</p> <p>(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;</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, including the following:</p> <p>§ 9(2)(b)(ii)</p> <p>Initial site analysis based upon a mix of smaller single person dwellings and Kaumatua housing § 9(2)(b)(ii) through to larger family homes of about § 9(2)(b)(ii)</p> <ul style="list-style-type: none"> - 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, Rangiuru Road, Ōtaki: the Rangiuru 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 § 9(2)(b)(ii) (for single households) through to at least § 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.



Evaluation Criteria – Housing Outcomes 40%	Applicant response
	<p>(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region)⁴; and</p> <p>[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.</p> <p>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:</p> <p>s 9(2)(b)(ii)</p> <p>- 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.</p> <p>- Multiple developers, Rangiorua Road, Ōtaki: the Rangiorua Road Development Area proposes to provide for a range of household choices for affordable and market housing, including up to s 9(2)(b)(ii) proposed within the price cap.</p> <p>(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.</p> <p>[CONFIDENTIAL] Both Council, relevant developers and landowners have strong commitments to provide for lower-cost housing, including the following:</p> <p>s 9(2)(b)(ii)</p> <p>- 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.”</p> <p>- Council’s land, Rangiorua 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</p>

⁴ Check property criteria :: <https://kaingaora.govt.nz/home-ownership/first-home-grant/check-property-criteria/>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		<p>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</p> <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>
1.3	The extent to which the location where housing will be enabled has unmet demand and provides access to amenity and opportunity.	<p>(a) Please describe the extent of unmet demand in the particular location of the housing development.</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> <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. 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. 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. 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) 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.</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
		via public transport and/or active transport).	
		Type of amenity and opportunity (both existing and planned)	
		(i) employment opportunities (i.e., local industry and employment bases);	<p>[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. 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> <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. Council will work with Iwi and developers to support new employment opportunities created through the deliver of the proposed developments.</p>
		(b)	<p>(ii) educational facilities (i.e., local primary schools and secondary schools); and</p> <p>[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 558 dwellings) 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>



Evaluation Criteria – Housing Outcomes 40%		Applicant response		
				For details please refer to the attached Supporting Material, Part B Q1, Map C: Education Facilities.
			(iii) other amenities (i.e., social amenities such as recreation and cultural facilities and retail and shopping).	[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.
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 Development (i.e. typology and density).	<p>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 Infrastructure Project(s) supports intensification, in particular that required under the National Policy Statement on Urban Development.</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. 		



Evaluation Criteria – Housing Outcomes 40%		Applicant response
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>(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> <ul style="list-style-type: none"> - The ANZAC Road development site is owned by the Ōtaki Porirua Trust Board. The Trust objectives for its site is for development to include affordable housing options and choices for all local Māori, including papakāinga. The Trust shareholding includes interests associated with Ngāti Toa, Te Āti Awa and Ngāti Raukawa. The current yield for the ANZAC Road development site is about 239 new dwellings. - Tahiwi Enterprises, a Māori landowner and developer in the Rangiuru Road Development Area is proposing 67 new dwellings for retirement village style housing. 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. - The Wellington Company is working with the Māori interests associated with the Ōtaki Māori Racing Club to deliver up to 600 new dwellings. <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>[CONFIDENTIAL] Council has commenced discussions with Ngati Raukawa (through Ngā Hapu o Otaki) and the Ōtaki Porirua Trust Board in relation to this EOI Response for 1,158 new dwellings. 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. A letter of support for the EOI from the Ōtaki Porirua Trust Board has been provided, refer to the Supporting Material, Part C Q4.3.</p>
1.6	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.	<p>(a) Describe the proximity of the housing development to public transport, both existing and planned (in kilometres).</p> <p>[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</p> <p>(b) Describe any complementary environmental benefits that will be realised by this Proposal (e.g., mitigation on flood risks, or protection of wetland areas).</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		<p>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.</p> <p>(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).</p> <p>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. The Ōtaki Porirua Trust Board has indicated in its letter to Council to explore the delivery of environmentally sustainable outcomes for projects, for details refer to Supporting Material, Part C, Q 4.3.</p> <p>(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.</p> <p>None to mention at this time.</p>



Evaluation Criteria – Impact of funding 20%	Applicant response
<p>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>	<p>(a) Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</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. 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) Describe how the IAF funding requested is critical to the delivery of that infrastructure.</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 much as the 2018 LTP forecast. 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>



Evaluation Criteria – Impact of funding 20%		Applicant response
		<p>OR</p> <p>(c) 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.</p> <div>Refer above.</div>

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Evaluation Criteria – Impact of funding 20%		Applicant response
2.2	Demonstration that other means to fund the Eligible Infrastructure Project(s) without displacement of investment elsewhere (i.e. rate	<p>(a) 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 years⁵.</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>

⁵ Developer and Māori Applicants should describe their engagement with the relevant Territorial Authority on funding the Eligible Infrastructure Project(s).



	<p>risers, prudent borrowing, or use of the IFF framework) have been exhausted.</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>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. 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>(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.</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>(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).⁶</p> <p>https://www.kapiticoast.govt.nz/longtermplan</p>
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⁶ Developer and Māori Applicants should provide the most recent Long Term Plan publicly available, and answer this to the best of their knowledge.



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Evaluation Criteria – Cost and co-funding 20%		Applicant response
3.1	The average whole-of-government cost per dwelling expected to be enabled by the Eligible Infrastructure Project(s).	Response not required – Proposals will be evaluated on the basis of Applicants’ response to question 2 in Part B.
3.2	<p>Alignment with co-funding principles for the Fund.</p> <p>Note: Key principles of the IAF are:</p> <ul style="list-style-type: none"> • <i>developers and landowners should be paying a similar share of the costs of the infrastructure as would be the case if the Eligible Infrastructure Project(s) was funded by traditional means through the local authority, which is generally the reasonable ‘growth’ portion of the total infrastructure cost (in some cases this contribution can be non-financial (e.g. land or commitments to sub-market housing), but any such contribution should be similar in value to the foregone financial contribution); and</i> • <i>Territorial Authorities should be co-investing to the maximum extent possible.</i> <p>At this EOI Stage, Kāinga Ora is looking for:</p> <ul style="list-style-type: none"> • <i>in all Proposals, evidence of developers and landowners’ preparedness to make such a contribution; and</i> • <i>in most cases, co-investment from Territorial Authorities.</i> 	<p>Please outline your intentions in relation to:</p> <p>(a) the extent to which these principles are accepted by the relevant parties;</p> <div> <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> </div> <p>(b) the expected quantum of such co-funding; and</p> <div> <p>\$ 13,191,000 (in accordance with LTP for the Eligible Infrastructure and subject to Council securing requested funding from the IAF)</p> </div> <p>(c) the method(s) by which this funding is proposed to be made (i.e., development agreements, IFAs, IFF levy, etc.).</p> <div> <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> </div>



Evaluation Criteria – Capability and readiness 20%		Applicant response		
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) 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.</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> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> - 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 - 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). </div> <p>(b) Please complete the milestone table below, regarding the Eligible Infrastructure Project(s) only, and not the housing development.</p>		
Milestone	Status	<input checked="" type="checkbox"/>	Expected Date	Comment
	Suitable tender complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.



Procurement of construction contractors	<i>Tender evaluation in progress</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Request for Tender in the Market</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>About to put out a Request for Tender to the market</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Detailed Design	<i>Detailed Design Complete</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Detailed Design Underway</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Detailed Design to commence</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Designations/Consents	<i>Approved</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Lodged</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>In preparation</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Land Acquired	<i>Yes</i>	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Land acquired for development and eligible infrastructure purposes
	<i>Being negotiated under PWA (please indicate stage below)</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Has not commenced</i>	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Suitable land has been identified for eligible infrastructure and subject to this funding application
Preliminary design and costing	<i>Approved</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Draft</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Underway</i>	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Preliminary desktop costings prepared to inform this application for funding
	<i>None</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Business Case or Investment Case	<i>Approved</i>	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Infrastructure Strategy, Ōtaki Master Plan Update
	<i>Draft</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>Underway</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<i>None</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Other approvals	<i>(i.e. Council committee, Waka Kotahi approvals)</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.



4.2	The degree of developer commitment or interest in building housing quickly.	<p>Please comment on the following based on your knowledge of the developer(s) expected to be involved in the housing development:</p> <p>(a) the anticipated sales plan and any evidence of commitment from the developer(s) to the (funded) timeframe for housing delivery; and</p> <div data-bbox="757 373 1933 671"> <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> </div> <p>(b) 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.</p> <div data-bbox="757 801 1933 967"> <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> </div>
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4.3	Demonstrated alignment between all parties including Territorial Authorities, Regional Councils,	
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	<p>mana whenua and developers needed to advance the housing development.</p>	<p>Please comment on the alignment of the following parties in advancing the housing development <i>[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) Territorial Authorities;</p> <div data-bbox="752 341 1933 636"> <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> </div> <p>(b) Regional Councils;</p> <div data-bbox="752 703 1933 1161"> <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>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.</p> </div> <p>(c) mana whenua;</p> <div data-bbox="752 1228 1933 1358"> <p>Council has commenced discussions with Ngati Raukawa (through Ngā Hapu o Ōtaki) and the Ōtaki Porirua Trust Board. 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</p> </div>
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		<p>partnership approach to be implemented. A letter of support for the EOI from the Ōtaki Poriua Trust Board has been provided, refer to the Supporting Material, Part C Q4.3.</p> <p>(d) developers (to the extent possible); and</p> <p>Council has sought input from the following organisations to support the preparation of this proposal: The Wellington Company Limited, Ōtaki Revisited Limited, Classic Developments NZ Limited, HW Developments Limited, Wilson Group Developments Limited, Ōtaki Developments Limited, Tahiwī Enterprises Limited and the Ōtaki Poriura Trust Board. The Ōtaki Poriura Trust Board's letter to Council is located under Supporting Material Part C 4.3.</p> <p>(e) any others,</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>with Supporting Material where necessary (e.g., letters of support or intent).</p>
4.4	Confidence in the ability of all parties to deliver the Eligible Infrastructure Project(s) and housing development as proposed.	<p>(a) Describe the capability of the Applicant to deliver the Eligible Infrastructure Project(s) and/or housing development proposed.</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) Provide prior examples for each of the relevant parties in delivering infrastructure and/or housing developments within an accelerated timeframe.</p> <p>Note: Kāinga Ora understands that many Applicants do not themselves have experience in delivering infrastructure and/or housing developments.</p> <p><i>Proposals can still pass this criterion if Applicants can demonstrate that suitable parties have been engaged, and are willing to participate in the Proposal to deliver the infrastructure and/or housing (or sections).</i></p>



		Infrastructure experience	
		Relevant party	Describe prior example [insert name, location, number of dwellings]
		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.
		The Wellington Company Limited	Shelly Bay Taikuru, currently in development – high density development (350 units plus commercial infrasturcutre) with over \$30m of infrastucutre to be developed/ redeveloped including seawalls, sewage rider main, stormwater outfalls, new wharf sturcutre, commuter jetty, reserviour and all onsite roadings.
		Housing development experience	
		Relevant party	Describe prior example [insert name, location, number of dwellings]
		The Wellington Company Limited	Erskine Collage, Island Basy, 97 dwellings (medium/ high density) + restoration of a heritage 1 gothic chapel
s 9(2)(b)(ii)			

