

Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Strategic Growth Committee will be held on:

Date: Tuesday 7 September 2021
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place,
Hamilton

Richard Briggs
Chief Executive

Strategic Growth Committee

Komiti Rautaki

OPEN AGENDA

Membership

Chairperson Cr D Macpherson
Heamana

Deputy Chairperson Cr Ryan Hamilton
Heamana Tuarua

Members	Mayor P Southgate	Cr R Pascoe
	Deputy Mayor G Taylor	Cr S Thomson
	Cr M Bunting	Cr M van Oosten
	Cr M Donovan	Cr E Wilson
	Cr M Gallagher	Maangai Maaori James Whetu
	Cr K Naidoo-Rauf	Maangai Maaori Olly Te Ua
	Cr A O'Leary	

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

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Menetia Mana Whakahaere

31 August 2021

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Purpose

The Strategic Growth Committee is responsible for:

1. Guiding sustainable physical development and growth of Hamilton to meet current and future needs, including oversight of strategic land-use planning, boundary alignment, and existing and alternative planning, funding and financing models for growth-related projects.
2. Driving collaboration with neighboring Councils, Iwi, private sector and central government to meet Hamilton's growth ambitions.

In addition to the common delegations, the Strategic Growth Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To monitor and provide advice on the overall development and implementation of urban growth and development strategies, strategic land use, and spatial plans (e.g. Hamilton to Auckland Corridor and Hamilton-Waikato Metropolitan Spatial Plan), and long-term network infrastructure planning in line with national policy requirements.
2. To provide direction and monitor Council's approach to the levying and use of rates for growth, as well as development contributions.
3. To develop, and monitor the implementation of the infrastructure Activity Management Plans to inform the 2021-31 Long Term Plan to ensure that Council looks after its existing assets and provides agreed levels of service.
4. To provide direction on and assess proposals for seeking alternative funding models, such as special purpose vehicles and infrastructure funding and financing.
5. To provide direction on strategic priorities for network infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
6. To provide advice on the development and implementation of the Long Term Infrastructure Strategy.
7. To assess proposals for Private Developer Agreements that exceed the Chief Executive's delegations for Unfunded Growth Projectsⁱ and, if appropriate for Unfunded Growth Projectsⁱ to recommend such agreements to the Council for approval.
8. To provide direction regarding Council's involvement in and with Urban Development Authorities, regional alliances, plans, initiatives and forums for spatial planning (for example, Future Proof, strategic boundary land use agreements and joint council growth related discussions).
9. To consider the impacts of land use and urban development on the environment.
10. To provide clear direction on Council's strategic priorities to organisations and groups, for which Council facilitates funding, aligned with these Terms of Reference, and to oversee those funding arrangements and receive their strategic and business plans and annual performance reports.
11. To monitor and oversee the delivery of Council's non-financial performance and non-financial key projects, against the Long Term Plan, excluding key performance indicator reporting which is the responsibility of the Finance Committee.
12. To oversee the development of the City's Smart City Strategy.

The Committee is delegated the following powers to act:

- Approval of purchase or disposal of land for network infrastructure, or parks and reserves for works and other purposes within this Committee's area of responsibility that exceeds the Chief Executive's delegation and is in accordance with the Annual plan or Long Term Plan.

The Committee is delegated the following recommendatory powers:

- Adoption of the Long Term Infrastructure Strategy to the Council.
- Approval of additional borrowing to the Finance Committee.
- Approval of city boundary changes to the Council, including in respect of Strategic Boundary Land Use Agreements.
- Approval of infrastructure Activity Management Plans to inform the 2021-31 Long Term Plan to the Council.
- The Committee may make recommendations to Council and other Committees

Recommendatory Oversight of Policies and Bylaws:

- *Development Contributions Policy*
- *Growth Funding Policy*
- *Hamilton Gateways Policy*
- *Sale and Disposal of Council Land Policy*

ⁱ Unfunded Growth Projects are defined in the Growth Funding Policy as:

- a) Not funded projects
- b) Funded projects but which are proposed to commence earlier than the sequencing and timing established in the long term plan; and/or
- c) Funded projects but which are now proposed to occur beyond the scale, scope and cost prescribed or anticipated for those projects in the long term plan.

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4 Public Forum – *Aatea koorero*

As per Hamilton City Council's Standing Orders, a period of up to 30 minutes has been set aside for a public forum. Each speaker during the public forum section of this meeting may speak for five minutes or longer at the discretion of the Chair.

Please note that the public forum is to be confined to those items falling within the terms of the reference of this meeting.

Speakers will be put on a Public Forum speaking list on a first come first served basis in the Committee Room prior to the start of the Meeting. A member of the Council Governance Team will be available to co-ordinate this. As many speakers as possible will be heard within the allocated time.

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6727.

Council Report

Item 5

Committee: Strategic Growth Committee **Date:** 07 September 2021
Author: Tyler Gaukrodger **Authoriser:** Becca Brooke
Position: Governance Advisor **Position:** Governance Manager
Report Name: Confirmation of the Strategic Growth Committee Open Minutes of 29 July 2021

Report Status	Open
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Strategic Growth Committee confirm the Open Minutes of the Strategic Growth Meeting held on 29 July 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth Open Unconfirmed Minutes of 29 July 2021

Strategic Growth Committee

Komiti Rautaki

OPEN MINUTES

Minutes of a meeting of the Strategic Growth Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and via Audio Visual link on Tuesday 3 August 2021 at 1.03pm.

PRESENT

Chairperson Cr D Macpherson
Heamana

Deputy Chairperson Cr R Hamilton
Heamana Tuarua

Members Mayor P Southgate (exclusively via Audio Visual link)
Deputy Mayor G Taylor
Cr M Bunting
Cr M Gallagher
Cr K Naidoo-Rauf (exclusively via Audio Visual link)
Cr A O'Leary
Cr R Pascoe
Cr S Thomson
Cr M van Oosten
Maangai J Whetu

In Attendance Blair Bowcott – General Manager Growth
Chris Allen – General Manager Development
Andrew Parsons - Executive Director Strategic Infrastructure
Muna Wharawhara – Amorangi Maaori
Hannah Windle - Special Projects Manager
Greg Carstens - Growth, Funding and Analytics Unit Manager
Karen Saunders - Growth Programmes Manager
Debra Stan-Barton – City Planning Communication and Engagement Lead
Ben Scott - Programme Manager – Housing
Tahl Lawrence - Project Engineer
Deserae Frisk – Waikato Plan
Lale Leremia – Waikato Plan
Gemma Brook – Kainga Ora

Governance Team Amy Viggers – Governance Team Leader
Tyler Gaukrodger – Governance Advisor

The meeting was opened with a karakia from Amorangi Maaori, Muna Wharawhara, to acknowledge the recent passing of Luke O'Dwyer, Council City Planning Unit Manager.

The Chair, Mayor Southgate and Cr Hamilton then spoke to the impact Luke had while working at Hamilton City Council, specifically with the work he had undertaken in growth projects and the District Plan Committee. This was followed by a moment of silence.

1. Apologies – *Tono aroha*

Resolved: (Cr Macpherson/Cr Hamilton)

That the apologies for absence from Cr Wilson (on Council Business) and Maangai Te Ua, and for early departure from Mayor Southgate (on Council Business) and Cr Naidoo-Rauf (on Council Business) are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr Macpherson/Cr Hamilton)

That the agenda is confirmed noting the following:

- a) that the late attachment for item 8 (Hamilton City Council's Draft 1 Submission to the June 2021 Discussion Document: Government Policy Statement – Housing and Urban Development (GPS-HUD)) is accepted. This was circulated as a late item to enable staff the time needed provide additional information and is attached to the minutes as **appendix 1**; and
- b) Item C3 (Emerging Areas Update – SL1) be taken at 4pm to accommodate guest speaker availability.

3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. Public Forum – *Aatea koorero*

Selwyn and Dianne June spoke to item 12 (Open Information only reports – Growth Programmes Update – Peacocke Programme Update) in opposition to heavy vehicles using residential roads in order to complete the Peacocke construction. They noted the danger of heavy machinery on roads that access schools, businesses and churches. They asked members to consider moving the truck routes, and for an increase of safety features added to residential roads. They provided written submissions to item 12 (Open Information only reports – Growth Programmes Update – Peacocke Programme Update) that were circulated prior to the meeting and are attached to these minutes as **appendix 2**.

5. Confirmation of the Strategic Growth Committee Open Minutes of 20 May 2021

Resolved: (Cr Macpherson/Cr Hamilton)

That the Strategic Growth Committee confirm the Open Minutes of the Strategic Growth Committee Meeting held on 20 May 2021 as a true and correct record.

6. Chair's Report

The Chair took the report as read, noting the future reporting structure for the Growth Programmes reports to the committee.

Resolved: (Cr Macpherson/Cr Bunting)

That the Strategic Growth Committee receives the report.

7. Waikato Plan Update

The Special Projects Manager, Deserae Frisk and Lale Leremia (Waikato Plan) outlined the purpose and background of the Waikato Plan project including priority workstreams, youth training and employment, climate action, community connectivity, housing programme initiatives, housing policy, funding and the community lands trust.

They responded to questions from Members concerning leadership of climate change initiatives,

collaboration with police and the Community land trust, and alignment of transport objectives with the metro-spatial plan.

Resolved: (Cr Gallagher/Cr Macpherson)

That the Strategic Growth Committee:

- a) receives the report;
- b) notes Waikato Plan progress on the following four priority workstreams:
 - i. the Waikato Housing Initiative;
 - ii. Youth, Training and Employment;
 - iii. Climate Change; and
 - iv. Community Connectivity.

Deputy Mayor Taylor left the meeting (1.56pm) during the above item. He was not present when the matter was voted on.

8. Hamilton City Council's Draft 1 Submission to the June 2021 Discussion Document: Government Policy Statement - Housing and Urban Development (GPS-HUD)

The General Manager Growth, Special Projects Manager and the City Planning Communication and Engagement Lead took the report as read.

Resolved: (Cr Macpherson/Cr Hamilton)

That the Strategic Growth Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the Ministry of Housing and Urban Development's June 2021 Discussion Document: Government Policy Statement - Housing and Urban Development (GPS-HUD); and
- c) notes that the approved submission will be sent to the Ministry of Housing and Urban Development to meet the 30 July 2021 closing date.

Deputy Mayor Taylor re-joined the meeting (2.01pm) during the above item. He was present when the matter was voted on.

9. Hamilton City Council's Draft 1 Submission to the Natural and Built Environments Bill - Parliamentary Paper on the Exposure Draft

The General Manager Growth, Special Projects Manager and the City Planning Communication and Engagement Lead took the report as read and outlined the suggested addition of an paragraph to the draft 1 submission included in the staff recommendation. They responded to questions from Members concerning the advocacy of inclusionary zoning to central government.

Resolved: (Cr Macpherson/Cr Hamilton)

That the Strategic Growth Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the Natural and Built Environments Bill - Parliamentary Paper on the Exposure Draft noting the addition of the following paragraph:

'That the contents of Natural and Built Environments Plans, and in particular the role of

Regional Spatial Strategies, should be reconsidered to better deliver on housing and urban development for high growth or Tier one Councils. This would also align with more balanced purpose provisions under Part 2 of the exposure draft, with the inclusion of more explicit recognition of the built environment and the role of housing and urban development in our communities.'

and the addition of a paragraph advocating for inclusionary zoning and other tools to incentivize affordable housing;

- c) notes that request for Elected Member representation to speak in support of Council's written submission at the hearings of Parliament's Environment Select Committee; and
- d) notes that the approved submission will be uploaded to Parliament's website by 4 August 2021 and subsequently uploaded to Hamilton City Council's website.

10. **Fairfield-Enderley Urban Development Partnership**

The Programme Manager - Housing and Gemma Brook (Kainga Ora) spoke to the report in particular partnership and collaboration with Kainga Ora, Council and the community, and quality of affordable homes. They responded to questions from Members concerning Kainga Ora housing goals, financial costs, community collaboration and feedback, alternative transport opportunities, and areas included in the geographic partnership.

Resolved: (Cr Hamilton/Cr Bunting)

That the Strategic Growth Committee:

- a) receives the report;
- b) approves the scope of work for the Fairfield-Enderley Urban Development Partnership;
- c) notes the link to the wider District Plan review programme;
- d) requests staff to ensure that the interaction and impact on neighbouring suburbs to the geographical area are considered in the scope of works; and
- e) notes the Fairfield-Enderley Urban Development Partnership is aligned with the area plan being developed through the District Plan Committee and regular updates will be reported via that Committee.

The meeting was adjourned from 2.45pm to 3.02pm during the above item.

Mayor Southgate retired from the meeting during the above adjournment. She was not present when the matter was voted on.

11. **Infrastructure Acceleration Fund**

The General Manager Growth and the Growth, Funding and Analytics Unit Manager spoke to the report noting the Infrastructure Acceleration Fund process, work undertaken to date and outlined future steps.

Staff responded to questions from Members concerning geographic locations of interest, priority of submissions, submission of bids process, collaboration with Future Proof and Waka Kotahi, Three Waters Reform considerations, providing mode shift opportunities, housing density, and visibility for Members.

Resolved: (Cr Macpherson/Cr Hamilton)

That the Strategic Growth Committee:

- a) receives the report;

- b) approves expressions of interest be prepared for housing development in the following areas, noting that all Expressions of Interest are non-binding;
 - i. Ruakura-Enderley/Fairfield;
 - ii. Rotokauri Stages 1;
 - iii. Rotokauri Stages 2;
 - iv. Central City;
 - v. North East Rototuna; and
 - vi. Peacocke South.
- c) delegates authority to the General Manager Growth Group, in consultation with the Chair and Deputy Chair of the Strategic Growth Committee, to complete and submit the above (b) Expressions of Interest to the Kaianga Ora Infrastructure Acceleration Fund via Future Proof by 18 August 2021;
- d) requests staff provide regular updates to the Strategic Growth Committee on Infrastructure Acceleration Fund, including a report to the 7 September 2021 Strategic Growth Committee meeting with on the submitted Infrastructure Acceleration Fund Expressions of Interest; and
- e) notes that Perry Group (Te Awa Lakes) and Jones Land Limited (South Peacocke) are expected to submit developer led Expressions of Interest directly to Kaianga Ora.

Cr Naidoo-Rauf retired from the meeting (3.16pm) during the above item. She was not present when the matter was voted on.

12. Open Information Only Reports

The Executive Director Strategic Infrastructure and the Project Engineer spoke to the Peacocke Programme Update, noting earthworks were being undertaken to minimize waste being moved off the Peacocke site, road safety, and community feedback including that from . They responded to questions from Members concerning alternative routes for trucks, road use hours, future planned changes to process, and potential road safety improvements.

Resolved: (Cr Macpherson/Cr Hamilton)

That the Strategic Growth Committee receives the following information only reports:

- a) General Manager's Report;
- b) Future Proof Update Report;
- c) Growth Programmes Update;
- d) Hamilton-Waikato Wastewater Detailed Business Case Project Update; and
- e) Development Contributions Remissions Quarter 4 2021.

13. Resolution to Exclude the Public

The General Manager Growth noted that Item C4 (Update on the Future Proof Strategy) needed to remain publicly excluded due to the Future Proof Strategy not being finalised and due to dealing with land intensification the strategy would have wider implications for land owners. He noted that the strategy would become public once the consultation period began.

Resolved: (Cr Macpherson/Cr Hamilton)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth Committee Public Excluded Minutes of 20 May 2021) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Infrastructure Acceleration Fund update - Public Excluded Matter)	
C3. Emerging Areas Update - Southern Links 1 (SL1)		
C4. Update on the Future Proof Strategy		
C5. General Manager's Report - Public Excluded (<i>Recommendation to Council</i>)		

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii)
Item C3.	to maintain legal professional privilege	Section 7 (2) (g)
Item C4.	to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (i) Section 7 (2) (j)
Item C5.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)

The meeting went into a public excluded session at 4.17pm

The meeting was declared closed at 5.39pm

ASTROLABE GROUP REPORT

Partnering to Prosper

The benefits and value of an intergovernmental partnership approach for cities



Prepared for Hamilton City Council
23 July 2021



About Astrolabe Group

Astrolabe Group are the recognised experts in urban growth and change management with a uniquely empathetic approach to client and community.

This report was prepared for Hamilton City Council. In preparing the report, Astrolabe has made every effort to ensure the information included is reliable and accurate. Astrolabe is unable to accept responsibility or liability for the use of this report by third parties.

Authors



Michael Conninos is the Director of Astrolabe Group. Michael is a nationally recognised infrastructure planner having advised local, state and national governments in Australia and New Zealand. Michael was the lead negotiator on behalf of eight councils in Western Sydney for the Western Sydney City Deal.



Dr Charlie Gillon is a consultant at Astrolabe Group. Charlie's technical knowledge in human geography and urban planning enables him to provide expert advice on the dynamics of places and communities, and how to deliver positive social, environmental, and economic outcomes.

Document purpose

The following information provides commentary and insights on the benefits and value of shared, targeted and sustained investment from multiple levels of government to deliver outcomes for cities and regions.

This commentary draws on Astrolabe Group's expertise with intergovernmental partnerships from an Australian context – the 'City Deal' approach – having been directly involved in the development of the Western Sydney City Deal in 2017¹, as well as strategic advice on City Deal bids in Adelaide and South-East Melbourne.

Considerations for a New Zealand context

Our insights and experience on intergovernmental partnerships are grounded in the current reform program underway in New Zealand's planning and investment framework. This information has regard to the proposed Government Policy Statement on Housing and Urban Development (GPS-HUD) and the national government's Wellbeing Budget.

Key insights:

- Outlining an intergovernmental partnership approach for cities
- Overcoming imbalance: central government direct funding in cities
- Learning from the Australian application of City Deals
- Considering the benefit of an intergovernmental partnership approach for New Zealand.

¹ Astrolabe Group, 'Western Sydney City Deal', <<https://astrolabegroup.com.au/projects/western-sydney-city-deal/>> (accessed 15/07/2021).

The benefits and value of an intergovernmental partnership approach for cities

Outlining an intergovernmental partnership approach for cities

We are in the 'urban century'. Over 50 percent of the world's population currently lives in urban areas, with close to 70 percent projected to live in urban areas by 2050². There is international acknowledgement that while cities present complex challenges for wellbeing they can also be the vehicles to address these dilemmas if appropriate interventions are made. This shift is evidenced by international declarations such as the United Nations' Habitat III New Urban Agenda³, and broader international networks of cities that address complex global problems such as climate change and resilience (for example, the Rockefeller Foundation's 100 Resilient Cities and the C40 megacities network⁴).

Recognising that the functioning of cities and regions is nationally important, national governments are working more closely with cities. One model used in the United Kingdom and Australia is City Deals: place-based intergovernmental partnerships that bring together levels of government to focus on supporting and delivering beneficial city/region based outcomes. This approach creates alignment between national, regional, and local priorities, with priorities delivered in an integrated way in the local and national interest. In doing so City Deals are enduring vehicles for ongoing investment and reform, able to deliver outcomes for people and place regardless of stakeholder and colour of government.

While it is not uncommon for intergovernmental partnerships to occur to deliver outcomes in a particular sector (for example, health, education, infrastructure), using place as the platform for partnerships can deliver whole of government outcomes.

New Zealand is undergoing rapid urbanisation and metropolitan expansion. Major cities are key to wellbeing and productivity. The Hamilton-Waikato metropolitan area is the third fastest growing urban centre in New Zealand, with the population of the metropolitan area expected to double over the next 50-100 years. To address the challenge and opportunity of this growth, the multi-government Future Proof partnership⁵ released the Hamilton-Waikato Metropolitan Spatial Plan (MSP) in September 2020. The MSP presents a land use vision and framework for the next 100

² United Nations Department of Economic and Social Affairs (2018), '68% of the world population projected to live in urban areas by 2050, says UN', 16 May 2018, <<https://www.un.org/development/desa/en/news/population/2018-revision-of-world-urbanization-prospects.html>> (accessed 15/07/2021)

³ United Nations Habitat III (2016) *The New Urban Agenda*. <<https://habitat3.org/the-new-urban-agenda/>> (accessed 15/07/2021)

⁴ For background and context, see Rockefeller Foundation, '100 Resilient Cities', <<https://www.rockefellerfoundation.org/100-resilient-cities/>> and C40 Cities, 'About', <<https://www.c40.org/about>> (accessed 15/07/2021)

⁵ The Future Proof sub-regional partnership is comprised of Ngā Karu Atua o te Waka, Waikato-Tainui, Tainui Waka Alliance, Waikato Regional Council, Waipā District Council, Waikato District Council, Hamilton City Council, Waka Kotahi and Waikato District Health Board

years, and outlines – an urban growth programme of action for partners over the immediate, short, medium and long term⁶.

The place-based framework provided by the MSP contains the building blocks for an intergovernmental partnership approach, particularly when considered in the context of New Zealand's current urban reform agenda.

Background: the City Deals example

City Deals are defined by UK Parliament as 'bespoke packages of funding and decision-making powers between central government and local authorities and/or Local Enterprise Partnerships and other local bodies'⁷. Their creation and function were driven by promoting local economic growth and competitiveness.

UK City Deals were primarily rolled out in two 'waves' targeting economic growth for large cities and areas. The first wave (completed July 2012) covered the 8 largest English cities outside London and the second wave (completed July 2014) targeted the next 14 largest cities and cities and areas with the highest population growth. One-off City Deals have since been agreed for cities and regions in Scotland, Wales and Northern Ireland.

The first round of Australian City Deals were modelled on the United Kingdom's approach. In Australia City Deal partnerships focus 'on aligning planning, investment and governance to accelerate growth and job creation, stimulate urban renewal and drive economic reforms to secure the future prosperity and liveability of our cities'⁸. Upon his appointment as Prime Minister Malcolm Turnbull led with a strong digital and innovation agenda, offering a view that Australia's cities would drive Australia's growth into the digital century and be driven by investment, reform and use of technology. Traditionally seen as being the responsibility of state governments in Australia, this agenda marked an acknowledgement that city and regional planning and investment is a national priority because of the nationally significant implications of not having cities being as sustainable, productive and liveable as they should be.

The national impact of cities and regions required national involvement in city making. Turnbull would leverage the Federal Government's balance sheet to motivate other actors to make positive investments in Australian cities. This policy intent was documented in the Australian Government's 2016 *Smart Cities Plan*. The plan outlines the policy basis for the national scale involvement in transforming our cities and regions using technology and reform.

Since 2016, the impact of City Deals in Australia is evidenced by eight agreed deals in Townsville, Western Sydney, Launceston, Darwin, Hobart, Geelong, Adelaide, and Perth and a ninth deal announced for South-East Queensland. The agreed deals have progressed tangible change in place that would not have been possible without providing a multi-actor platform. In the case of Adelaide, the City Deal vision brought public and private sector actors together with a sharp focus

⁶ Future Proof Te Tau Itohi (2020) *Hamilton-Waikato Metropolitan Spatial Plan*.

<<https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf>>

⁷ Ward, M. (2020) *City Deals*. House of Commons Briefing Paper no. 7158, p. 4. Accessible at:

<<https://researchbriefings.files.parliament.uk/documents/SN07158/SN07158.pdf>>

⁸ Australian Government Department of Prime Minister and Cabinet (2017), 'Delivering City Deals', p. 1. Accessible at:

<<https://www.infrastructure.gov.au/cities/city-deals/files/City-Deal-Process-factsheet.pdf>>

on activating Lot Fourteen, a new innovation precinct in the centre of the city. Hobart and Perth harnessed the presence of Universities in their CBDs to stimulate the night-time economy. A City Deal bid currently underway with South East Melbourne Councils is exploring water intensive manufacturing and establishing a social infrastructure land bank that gives government flexibility to respond to changing need.

Taking a horizon approach

The City Deal approach enables a line of sight to three time horizons for cities and regions:

1. Immediate tactical and responsive moves
2. Management: prioritisation and funding of shared priorities over next 10 years
3. Longer term city and region shaping interventions: how to future proof, protect corridors, regenerate and revegetate, long term planning for skills, infrastructure, land use.

If there is an alignment on objectives, intergovernmental partnerships can establish win-win outcomes from actions and initiatives. Benefit is gained from overcoming siloes and fragmentation between agencies, most notably finance and time savings.

Overcoming imbalance: central government direct funding in cities

Cities and regions facilitate interactions between human, natural, social and physical and financial capital that generate prosperity and wellbeing. Productivity and economic benefits accrue to citizens, workers and firms supported by relevant taxes being collected by government. The dilemma for city governments is that most of the taxation revenue, raised from firms and people performing activities in cities and regions, flows to the national government.

It is common for a city government to require additional fiscal support from a national government in order to pursue investment and reform initiatives. These initiatives can often lead to additional taxes for the national government. This gap between the ability to raise taxes and the requirement to spend public funds creates a fiscal imbalance. Left unchecked, this fiscal imbalance 'creates inefficiencies, undermines accountability between different tiers of government, reduces fiscal transparency and can result in the misallocation of resources'⁹.

Investment in New Zealand's cities can have international impacts, with benefits not just for tourism and international education, but also for research and development, geopolitics, defence, digital transformation and cyber security. The ability for cities and regions to grow and prosper are constrained by these 'legacy settings' that slow down improvement and progress.

An intergovernmental partnership approach can help to provide an integrated public finance setting. Organised by place, initiatives and interventions can be planned and prioritised agnostic of legacy fiscal settings. Central government direct funding would mark a recognition of the importance of cities and regions as engines of growth, and their central role in wellbeing and productivity outcomes. Without a lack of integration and financial flexibility at the local government level to take sustained action, national governments are forced to intervene through sector-based reform programs – such as the HUD programme.

⁹ Commonwealth of Australia (2011) 'Vertical Fiscal Imbalance', In *Australia's Federation: An Agenda for Reform*. <https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Former_Committees/reffed/reffed/report/c04>

It is important to note that a direct city funding from central government model is still subject to effective evaluation and prioritisation. The involvement of more than one level of government in the allocation of funding provides a platform to better evaluate initiatives and actions.

Learning from the Australian application of City Deals

First located in the Department of Prime Minister and Cabinet, City Deals were a policy priority of the Turnbull Government. Importantly these deals had no budget to allocate to newly defined projects. The program required reallocation from other agencies or, on occasion, the commitment of additional spending through the Cabinet approval process.

Early iterations of City Deal thinking in Australia had a strong focus on:

- Reducing agency waste through reforming programs across the three levels of government,
- Unlocking government asset values by investing in repurposing land or in projects with high benefit cost ratios, and
- Pursuing microeconomic reform in regulatory environments, particularly land use planning that could create improvements in productivity.

The critical success factor of the application of City Deals in Australia is alignment between levels of government. Establishing clarity of vision and purpose enables intergovernmental alignment of an internal planning and development narrative. This reduces inefficiency and duplication, limiting waste and sacrificial work, and allowing money to be reallocated to do more for more. In addition, an intergovernmental partnership approach to cities allows authorities to leverage multiple investments, creating conditions in place that are likely to encourage non-government (i.e. private) investment.

The model is also successful in enabling capacity building between different levels of government, delivering outcomes of greater volume and complexity. For example, the Western Sydney Planning Partnership (WSPP) is an initiative created through the Western Sydney City Deal bringing together nine Councils, and the State and Federal Governments. The Planning Partnership coordinates and aligns an approach to land use change to support housing and jobs while enhancing the natural environment. Key components include:

- A \$1 billion investment in enabling infrastructure to support private sector investment in Western Sydney
- Creating an investment attraction office
- Establishing the Western Sydney Health Alliance, working with the Federal Public Health Network to pursue preventative health measures
- Working together for refugee resettlement in Fairfield and Liverpool Councils, providing continuity of services from Federal to Local governments (*under consideration*)
- Capacity building between levels of government, including collective participation in the development of business cases, harmonising engineering standards across jurisdictions to create a common approach, and a skills exchange involving on site training for staff working on mega projects.

City Deals also recognise the need for external messaging. Definitive place identity and branding helps establish a clear and shared purpose, holding benefit for investment attraction and inclusive growth and change. The vision and purpose of each individual City Deal is grounded in the

competitive advantage of individual cities and regions. This advantage is communicated through branding and identity across the region.

There are two observations from the Australian experience that New Zealand can learn from:

- 1) The governance framework for City Deals did not bring external stakeholders to the table.** Engagement primarily centred on landowners and the planning system. This limited the contribution of other stakeholders to the vision (including the private sector, Universities, trade unions, employer groups, the not-for-profit sector). There was also inadequate engagement with First Nations people.
- 2) The City Deal approach did not incentivise performance, limiting the opportunity to install a sustainable funding model.** The influence of the United Kingdom's City Deals model did not extend to the policy position of 'earn back'. Earn back, seen in the Greater Manchester Deal, refers to the ability for a jurisdiction to be financially rewarded by delivering KPIs that improve another government's budget position (reducing costs or improving taxes). Manchester's earn back arrangement has a potential value of 900 million pounds¹⁰.

Incentives and public finance need to be aligned to create a long-standing public finance platform for cities and regions. This would enable cities to retain benefit created, sharing in the dividends of efficiency and growth through reinvestment in the Deal over national projects.

Considering the benefit of intergovernmental partnerships for New Zealand

The current approach of national government is to have well designed one-off point solutions, rather than installing a sustainable enduring structure. In practice this involves gap identification and immediate actions to address the gap. This approach is a product of the Westminster system; government is organised by siloed Portfolios, and Ministers are accountable to Parliament and organise Acts by system and sector.

Building on the national urban development reform agenda

New Zealand is currently undergoing a reform agenda for urban development. This agenda includes:

- the work of the newly formed Infrastructure Commission, recognising the need to think long-term when assessing government investment;
- resource management system reform, particularly noting the drafting of a proposed Strategic Planning Act and its requirement for long-term regional spatial strategies¹¹; and
- the on-exhibition Government Policy Statement on Housing and Urban Development (GPS-HUD), led by Te Tūāpapa Kura Kāinga Ministry of Housing and Urban Development.

Combined these initiatives can provide an all of government lens, enabling collective investment that can provide other wider benefits across the system.

¹⁰ Ward, M. (2020) p. 8

¹¹ Hon David Parker (2021) 'RMA to be repealed and replaced', *New Zealand Government*, 10 February 2021. <<https://www.beehive.govt.nz/release/rma-be-repealed-and-replaced>> (accessed 15/07/2021)

The intent of the GPS-HUD is to communicate the long-term vision and change needed in housing and urban development in Aotearoa New Zealand. As outlined in the summary document, the vision is that *'everyone in Aotearoa New Zealand lives in a healthy, secure and affordable home that meets their needs, within a thriving, inclusive and sustainable community'*¹². This vision is guided by four outcomes that can be met through collective action in the housing sector: thriving communities, wellbeing through housing, partnering for Māori housing and urban solutions, and an adaptive and responsive system. The GPS-HUD also highlights four 'ways of working' that will change the way that the housing and urban development system works in New Zealand. As system principles these mirror a City Deal approach:

- Te Maihi o te Whare Māori: Government, iwi and Māori working collaboratively to drive tailored and enduring solutions
- Place-based approaches
- Genuine and enduring partnerships
- Sustainable and reliable funding.

While the first task of the HUD is responding to an immediate need, it is also shaping up as a place-based collaborative approach to housing and urban development for the next 30 years.

An intergovernmental partnership approach strengthens this agenda, creating the potential to expand the sphere of interest and delivering more of the Wellbeing Agenda beyond the pillar of housing.

Priority areas – guided by New Zealand's Wellbeing Budget

New Zealand's Wellbeing Budget offers the building blocks for a similar 'pillars' City Deal approach. The Wellbeing Budget *'place[s] the wellbeing of current and future generations of New Zealanders at the heart of everything we do'*¹³, seeking to measure a broad range of success indicators. New Zealand's assessment of four capitals to support New Zealanders' overall wellbeing provide one way to guide the application of a City Deal framework:

- **Human capital:** *'includes our skills, knowledge, and physical and mental health, which directly link to key elements of wellbeing, such as employment, income, housing, and social connections'*¹⁴. Human capital measures unemployment and underutilisation, education (school, apprenticeships, comparison to OECD for reading, maths, science), and health.
- **Natural capital:** *'covers all aspects of the natural environment supporting life and human activity, such as land, social, water, plants and animals, minerals and energy resources'*¹⁵. Natural capital considers climate change and resilience, quality of waterways, marine health, pest control and biodiversity enhancements.

¹² New Zealand Ministry of Housing and Urban Development (2021), 'Housing and urban development in Aotearoa New Zealand', <<https://haveyoursay.hud.govt.nz/read-the-gps-hud/housing-and-urban-development-in-aotearoa-new-zealand/>> (accessed 15/07/2021)

¹³ New Zealand Government (2021) *Wellbeing Budget 2021: Securing Our Recovery*, p. 1.

<<https://www.treasury.govt.nz/publications/wellbeing-budget/wellbeing-budget-2021-securing-our-recovery>>

¹⁴ New Zealand Government (2021), p. 1

¹⁵ New Zealand Government (2021), p. 5

- **Social capital:** *includes the social connections, attitudes, norms, and institutions that contribute to societal wellbeing, for instance, through giving us a strong sense of belonging*¹⁶. Social capital considerations include social trust, trust in government and diversity and inclusion.
- **Financial and physical capital:** *refers to assets owned by households, companies, and the government*¹⁷. Wellbeing considerations for financial and physical capital include house prices, the cost and quality of housing, business balance sheets, tourism, international education (affected by border closures), and Research & Development.
- **A fifth objective could be governance and integration, guided by the He Ara Waiora principles:** ensuring that any City Deal approach incorporates the natural and cultural context unique to Aotearoa New Zealand.

The principles of He Ara Waiora provide guidance on how to achieve greater wellbeing for our people. The principles of He Ara Waiora are:

- **Kotahitanga** – *Working in an aligned, coordinated way*
- **Tikanga** – *Making decisions in accordance with the right values and processes*
- **Whanaungatanga** – *Fostering strong relationships through kinship and/or shared experience that provide a shared sense of belonging*
- **Manaakitanga** – *Enhancing the mana of others through a process of showing proper care and respect*
- **Tiakitanga** – *Guardianship, stewardship (eg, of the environment, particular taonga, or other important processes and systems)*¹⁸.

How this comes together in a place

To address wellbeing beyond an individual sector and system response, there is potential in aligning the national government's reform agenda with municipal government place-based frameworks. The Hamilton Waikato Metropolitan Spatial Plan (MSP) provides the building blocks of an integrated long-term whole of place approach to improving wellbeing.

The MSP outlines a spatial vision and framework for the growth and development of the Hamilton-Waikato metro area, the third fastest growing urban centre in New Zealand. With the metro area expected to double in population over the next 50-100 years, the MSP seeks to proactively plan for and manage future growth while addressing current challenges: existing settlement patterns, environmental deterioration and growth pressures. Success indicators are measured across environment, housing and accessibility targets¹⁹. The MSP seeks to deliver on the National Government's Urban Growth Agenda, which aims to remove barriers to the supply of land and infrastructure to enable cities to grow up and out.

There is a governance structure in place to build from. The MSP is the product of the sub-region's Future Proof partnership bringing together the New Zealand Government, Waikato Tainui, Waikato Regional Council, Waikato District Council, Waipa District Council and Hamilton City Council. There is significant momentum in this group and existing work that can be leveraged.

Mana whenua interests will be at the centre of any place-based partnership in New Zealand. For Hamilton Waikato *mana whenua* interests are represented by Waikato Tainui, the largest iwi in the

¹⁶ New Zealand Government (2021), p. 6

¹⁷ New Zealand Government (2021), p. 8

¹⁸ New Zealand Government (2021), p. 11

¹⁹ Future Proof Te Tau Titoki (2020).

North Island and second largest in New Zealand. Waikato Tainui must be at the table for any wellbeing decisions and can help fund outcomes to support iwi aspirations.

The integration of national priorities with local place-based frameworks invites a larger scale partnerships model that can deliver wider outcomes beyond infrastructure and housing. To deliver these benefits, enduring partnerships and a continuous funding scheme for cities are required. Guided by the MSP, a Hamilton-Waikato Metropolitan area funding partnership would focus on delivering transformational moves for the region including iwi aspirations, housing, and three waters infrastructure.

The impacts of not supporting cities and regions are felt at a national, regional, local level, and these impacts can be better addressed if they are not siloed. An intergovernmental partnerships model is a tool to overcome this gap: delivering alignment, funding, and multi-level governance.



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Appendix 2: Selwyn and Dianne June written submission

Heavy truck traffic on residential streets: Peacock, Bader, Norrie, Waterford and Dixon

We are fed up with convoys of heavy trucks with trailers using our streets.

This started without warning in March. We learnt then that these trucks are carting spoil from the Waikato Bridge construction site to be dumped outside the city. This is a Council project. Up to 15,000 truck movements are planned over the next two years.

There are three possible routes for this trucking - see map - Bader, Waterford/Dixon and Peacockes to Raynes Rd. All 3 are being used.

There was no notification to residents as required by the Construction Traffic Management Plan. We were not told about this truck traffic at the open days on the Peacocke Plan.

The trucks operate from 6.30 am to sunset, Monday to Saturday. They are permitted to operate from 7 am to 7 pm except on public holidays and during special events. There are no other restrictions or conditions.

The trucks travel at 45 - 50 km/hr and one has been observed speeding at an estimated 60 km/hr. They operate at peak traffic times and when children are walking to school. They sometimes travel in convoys; it is not unusual to see three trucks go past in 5 minutes.

These are busy residential streets. There are shops, early childhood education centres, a church, community centre, etc. They are used by children walking and biking to school and by other cyclists. There is only one pedestrian crossing.

There are numerous intersections along the road: eleven along the Peacocke/Waterford/Dixon route and nine along the Peacock/Norrie/Bader route. There are 328 residences along these streets, not including those on side roads.

These roads are ordinary suburban streets. Parked cars and traffic calming installations mean that trucks must swing out across the middle of the road; the trucks' speed means they would be unable to stop if they had to. There are blind corners along these routes and two places where drivers' vision over the brow of hills is limited.

Safety concerns (summary): blind corners, narrow roads, high traffic volumes already, unsafe truck speeds, poor driver behaviour.

The impact of these truck movements on the community have not been considered as required by the 'Access Hamilton Strategy and Action Plan' (in Operative District Plan).

Road Safety Audits as required by the 'Conditions to apply to Notice of Requirement in Hamilton City (HCC 168A)' 20 April 2020 do not consider the use of residential streets.

The Construction Traffic Management Plan submitted to Council by HEB Construction Ltd. does not describe how traffic-related adverse effects would be avoided or mitigated, or how alternative routes were to be adopted (as required by the HCC Conditions).

Actions requested of Council:

- Keep the spoil onsite or use it on nearby arterial road construction.
- Avoid the suburban streets (Bader, Waterford, Dixon).
- A proper assessment of the adverse effects of these truck movements on the community and how they could be avoided or mitigated should be carried out immediately.
- A report on how the alternative routes were considered and adopted, as required by the HCC Conditions of the contractor, should be prepared and made public.
- A Road Safety Audit relating to the use of residential streets should be prepared by HCC and made public.
- A report of monitored truck speeds along these streets over the past two months should be made public.
- Road safety improvements along Dixon and Waterford Roads.

Selwyn and Dianne June, Waterford Road, Fitzroy, Hamilton
3 August 2021



Council Report

Item 6

Committee: Strategic Growth Committee

Date: 07 September 2021

Author: Tyler Gaukrodger

Authoriser: Becca Brooke

Position: Governance Advisor

Position: Governance Manager

Report Name: Chair's Report

Report Status	Open
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Recommendation - *Tuutohu*

That the Strategic Growth Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report



Chair's Report

At the time of writing, it looks likely that we will still be in Level 3 when this meeting is being held, and it will therefore be held completely by Zoom.

Infrastructure Acceleration Fund

Staff across several sections of Council worked very hard to get our initial 'bids' in to Government for IAF applications for half a dozen areas of the city a couple of weeks ago. Ryan and I are concerned that a lot of work has had to be done, and will have to be done in the near future, to support these applications – without any guarantee of success.

Staff are already under work pressure, exacerbated by the Covid situation, and the last thing they need is another debacle like the so-called 'shovel-ready' funding, where a enormous amount of work was done for little or no result. The fear is that the IAF may give us another similar experience.

A particular fear is that the Government will take an expediency stance and award the available money only on a pure population basis – whereas the real need for infrastructure funding support is in the fast-growing areas like Hamilton and the surrounding Metro area.

When Councils were first alerted to this fund, it was asserted that only a minimal amount of work would need to be done to identify our areas of interest – staff tell me that this wasn't, in fact, true, and that there was a complicated, involved set of information that had to be provided for each expression of interest. Governments (of all stripes) are often good at dangling carrots in front of communities, but delivering questionable or delayed outcomes – our hope is that this time there will be something tangible and useful to the city resulting from these applications.

I have also suggested to management that we organise one or more briefings for our Hamilton area MPs on our IAF areas of interest and the applications we are lodging – it seems to me that squeaky wheels receive more and earlier oiling!

Recommendation

That the Strategic Growth Committee receives the report.

Councillor Dave Macpherson
Chair, Strategic Committee Chair
Hamilton City Council

Council Report

Item 7

Committee: Strategic Growth Committee **Date:** 07 September 2021
Author: Chris Allen **Authoriser:** Chris Allen
Position: General Manager Development **Position:** General Manager Development
Report Name: Southern Links Update

Report Status	<i>Open</i>
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Purpose - *Take*

1. To provide the Strategic Growth Committee with an update from Waka Kotahi NZ Transport Agency on the state highway components of the designated Southern Links Transport network.
2. Waka Kotahi NZ Transport Agency Director, Regional Relationships – Waikato/Bay of Plenty, David Speirs, will provide an update to Committee on Southern Links.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Strategic Growth Committee receives the report.

Background - *Koorero whaimaarama*

4. Hamilton City Council and Waka Kotahi NZ Transport Agency have been working together on the Southern Links Network since 2007 to ensure that future state highway routes are well integrated with the local arterial road network, and to allow for planned growth in the city.
5. The Southern Links Network involves approximately 31km of future transport network, including 18km of state highway (straddling Waipa District, Hamilton City and Waikato District) and 13km of urban arterial roads located within the Peacocke area of Hamilton City. Once completed, it will:
 - i. Link State Highway 1 from Kahikatea Drive in Hamilton City to Tamahere and the Waikato Expressway in the south
 - ii. Link State Highway 3 from Hamilton Airport to central and east Hamilton
 - iii. Establish a key transport network within the Peacocke growth cell
 - iv. Provide the building blocks for further urban development in the region
6. A decision confirming Hamilton City Council's designation with conditions and a 20-year lapse period was notified on 31 October 2014. One appeal was received which was subsequently settled by agreement and approved by Consent Order from the Environment Court on 23 September 2015. Waka Kotahi resolved their 2 appeals to their designation soon after. The resource consents (bridges) were also granted with conditions and a 20-year lapse period. No appeals were lodged to these consents.

7. The inclusion within the District Plan on 6 March 2016 started the clock on the lapse period for Council as requiring authority (15 years to run) to satisfy a range of designation conditions with specified time periods (i.e. certification of management plans for pre-construction consultation and communication, and ecology management and monitoring). This work is ongoing with Waka Kotahi and integrated with Council's development of Peacocke.
8. The National Land Transport Programme (NLTP) to date has supported pre-implementation work relating to the designation conditions and property purchase, but not construction for the foreseeable future. Waka Kotahi can provide an update at the meeting which is at a point in time when they will have released the 2021 NLTP (not available at the time of writing this report).
9. The strategic importance of the Southern Links network connecting the State Highway network and the Hamilton Ring Road major arterial network is recognised in the NZTA Waikato Regional Policy Statement, the Waikato Regional Land Transport Plan 2021-51, the Waikato Expressway Network Plan and the Hamilton Operative District Plan as a transport corridor serving the economic development needs of the greater Hamilton Urban area enabling the distribution of trips and the management of travel and congestion around the city.
10. Completing the Southern Links network allows opportunities to re-establish the form and function of other transport corridors such as Cobham Drive, Ohaupo Road and Kahikatea Drive potentially to introduce better public transport and biking facilities. The possibility of special purpose lanes for freight, Public Transport or T2/3 could also be considered as a result of trip shift to Southern Links.
11. The Waikato Expressway Network Plan has the following 2014 commentary relating to Southern Links attributed to Waka Kotahi:

At its December 2007 meeting, the Land Transport NZ Board considered the assessment of Transit NZ's Waikato Expressway Strategy (Board paper 07/12/3019). The assessment identified six strategic elements, one of which was "State Highway 1 - Hamilton – the Western Connection and Southern Links".

The assessment noted that the most appropriate role of the state highway is as a western connector for access, as opposed to a through function, given that the majority of traffic using that route has a destination in Hamilton, and noted that the Western Connection and Southern Links should be progressed as soon as possible.

It was also noted that Southern Links would assist in determining the settlement pattern of western and southern Hamilton, enabling an integrated approach to development which should reduce the need for travel. This conclusion has subsequently been supported by further modelling carried out in the development of the Hamilton Urban Growth Strategy (HUGS).

At its April 2009 meeting, the Transport Agency Board considered a paper relating to the Waikato Expressway RoNS and supported the strategy and approved funding of its investigation and preliminary design (Board resolution 09/04/0173).

Although not specifically included as an element of the Waikato Expressway RoNS, the Hamilton Western Connection and Southern Links strategic element was recognised by the strategy support paper as contributing to increased access to markets (domestic and export) by enabling fast and efficient access to ports, logistics centres and customers.

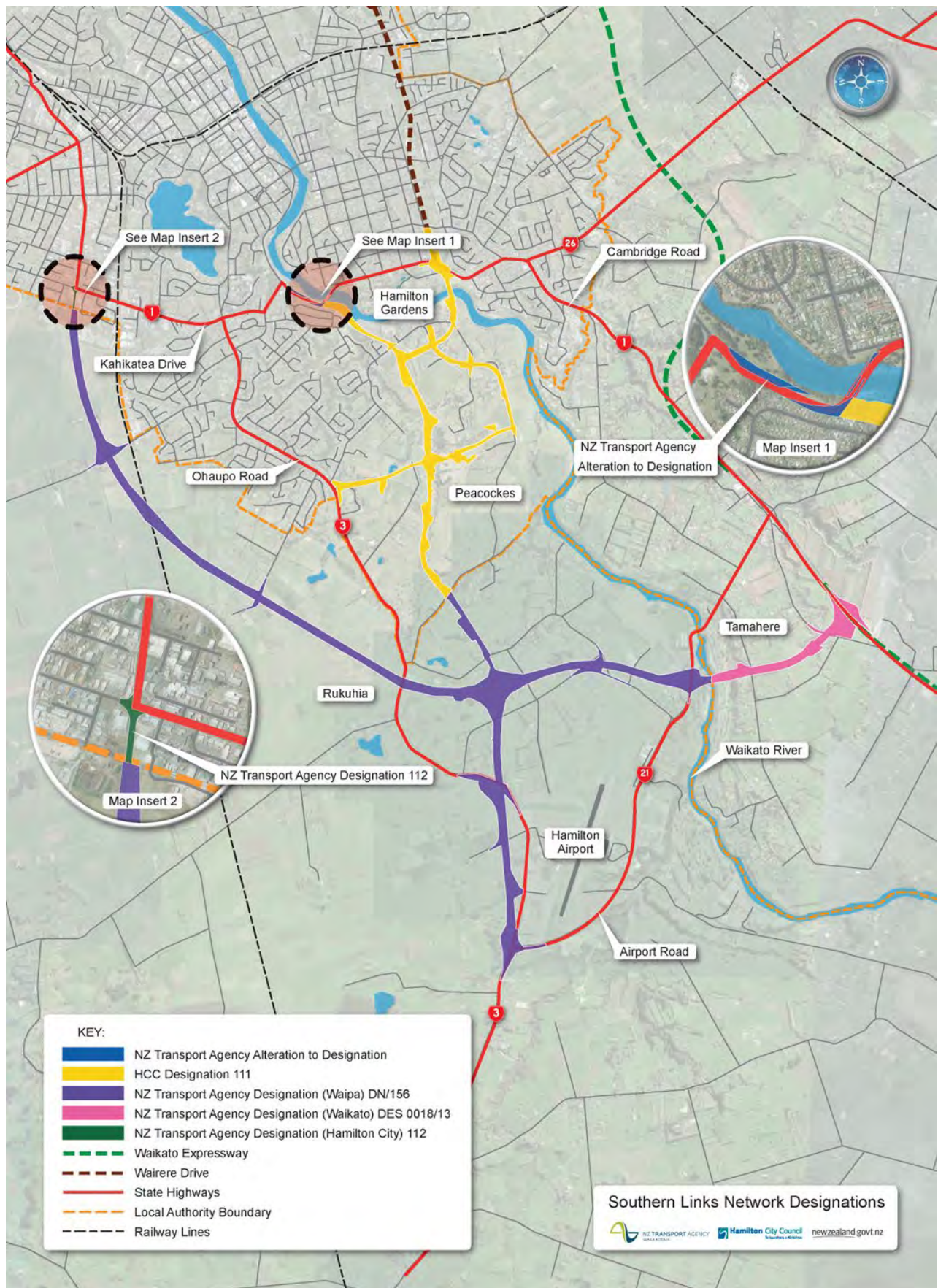
The strategy support paper also clarified the qualification of the LTNZ Board resolution regarding the Hamilton Western Connection, in that "takes account of local community needs" acknowledges that much of the route passes through an existing urban environment where provision of a 105km/h expressway standard road would be inappropriate.

12. On 22 March 2011 Council approved the project objectives and area of investigation as part of Phase 1-scoping. At Council's request, the objectives were modified to not preclude rail in the network options.
13. On completion of the designation phase Finance Committee at its 18 February 2016 meeting received a summary of performance against the designation phase project objectives (Attachment 2).
14. Southern Links will reduce congestion, improve safety on SH1 and SH3 in the Hillcrest and Melville suburbs of Hamilton, improve freight flows for industry and be a key part of the city's urban arterial network integrated into the HCC Access Hamilton Strategy.
15. The HCC Peacocke sections of Hamilton Southern Links form part of a new major arterial network in south Hamilton and construction is underway to support growth and delivery of much needed housing in Peacocke.
16. Council has promoted the priority of Southern Links at every Regional Land Transport Plan (RLTP) opportunity, including our submission to the 2021-51 RLTP. The State Highway component of Southern Links is overall priority number 7 in the current RLTP and priority number 2 in the "New and Improved Infrastructure for State Highways" activity class behind the state highway low-cost low risk programme.
17. The following statement in the RLTP is part of the vision for transport in the Hamilton-Waikato Metro Spatial Plan area;
The completion of the Waikato Expressway and Southern Links projects will provide the metro area with a high-capacity regional ring road to direct inter-regional trips and freight appropriately through and around the urban area. The efficiency of these strategic corridors is dependent on the successful delivery of the active transport and public transport corridors and networks to ensure short distance commuter are discouraged and freight corridors are protected.
18. The following is a link to the HCC website with further information on Southern Links.
<https://www.hamilton.govt.nz/our-city/regional-alliances/southernlinks/Pages/default.aspx>
19. Waka Kotahi will be at the meeting to provide a status report on the Southern Links project including an update on work they are undertaking to look at the form and function of the future transport corridor to reflect the shift in transport policy since the designation was completed in 2016.
20. This form and function review will also consider the current work being undertaken on the Hamilton-Waikato Metro Spatial Plan and rapid transit options for the future.
21. Waka Kotahi have been asked to discuss any staging options that may exist for Southern Links and in particular around the Kahikatea Drive intersection.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Southern Links Designation Plan

Attachment 2 - Designation Phase Project Objectives Summary .



Southern Links Investigation Project Objectives

(Source: Southern Links Investigation Assessment of Environmental Effects and Supporting Information, August 2013, and Evidence in Chief – Planning of Grant Eccles, 12 May 2014)

Project Objectives	Comment
Contribute to the objectives of the New Zealand Transport Strategy (NZTS), the Land Transport Management Act 2003, and the Waikato Regional Land Transport Strategy (RLTS).	LTMA assessment of Southern Links shows positive impact against 5 LTMA objectives and is consistent with the Waikato RLTS. (Table 14, Scoping Report).
Contribute to NZTA's, HCC's, Waikato DC's, Waipa DC's and Waikato Regional Council's strategic objectives for integrated land use planning, urban growth and economic development including Future Proof.	Southern Links is consistent with and promoted by Future Proof and has been developed in consultation with these key stakeholders.
Contribute to and support the HCC strategies in particular the Access Hamilton and Hamilton's Urban Growth Strategy.	Southern Links has been developed to support and contribute to the aims of Access Hamilton and the principles of HUGS.
Support economic development for Hamilton and the south/south-western Waikato sub-region, including appropriate provision for accommodating utilities and services within the road corridor.	Southern Links will support these objectives through the development of strong reliable and efficient links between SH1 and the west of Hamilton linking with SH3 and the south-western Waikato sub- region.
Contribute to the objectives of the Waikato Expressway (improve journey time and reliability, ease congestion, improve transport connections for economic growth, access to markets, transport efficiency and road safety).	Southern Links will support the objectives of the Waikato Expressway through the development of strong reliable and efficient links between SH1, SH3. Hamilton industrial and commercial areas, and the Waikato.
Develop an appropriate road hierarchy in the sub-region.	Southern Links meets this project objective by establishing a road hierarchy based on strategic objectives and supports the demand generated by sub-region, and is consistent with the strategies of both HCC and NZTA.
Improve options for public transport, walking/cycling and demand management, both within the City, and the District Council areas adjoining the City. The Project is to specifically provide for cyclists and pedestrians, options for passenger transport priority, and not preclude rail links to the airport.	This project objective is achieved through the allocation and reallocation of strategic traffic onto defined routes, thereby allowing for opportunities to improve options for public transport, walking/cycling and demand management on local routes.
Improve amenity and safety through reduced conflict and crash potential along the existing SH1, SH3, SH21, existing key arterial and collector routes within the city, and key local roads.	Southern Links meets this project objective through creating alternative routes which redistributes long distance and heavy vehicle traffic responsible for the negative impacts, creating a more consistent vehicle class along these routes. The result is an opportunity to create safer corridors more suitable for local journeys, PT, walking and cycling.
Improve the residential, industrial and retail environment within Hamilton City, in particular Hillcrest, Melville and Hamilton East, in accordance with the principles of good urban design.	Southern Links meets this project objective through creating alternative routes which redistributes long distance and heavy vehicle traffic responsible for the negative impacts, creating a more consistent vehicle class along these routes. The result is an opportunity to create an environment which better accommodates for the local needs.
Minimize and mitigate adverse environmental, cultural and social effects.	The Southern Links network will be assessed under the RMA and contribute towards the LTMA objectives, both of which require minimisation of environmental effects.
Protect the long-term function of the State Highway and the key arterial or collector road networks.	Southern Links meets this project objective.

HCC Project Objectives	Comment
Facilitate the achievement of HCC's strategic objectives for integrated land use planning, urban growth, infrastructure provision and economic development.	<p>HCC's strategic objectives in this regard are set out in the Access Hamilton Strategy and the Hamilton Urban Growth Strategy (HUGS). HUGS sets out Hamilton City Council's spatial vision for Hamilton City and represents the city's approach to growth management over the next 10-20 years. It was developed in parallel with the Future Proof strategy and as a result there is significant alignment between the two strategies, with HUGS providing a more localised interpretation of the Future Proof principles.</p> <p>The key features of HUGS of relevance to Southern Links are:</p> <ul style="list-style-type: none"> • Accommodation of 50% of projected growth through regeneration of existing areas, focused around existing key nodes including the CBD and transport hubs. • Commitments to the development of the remainder of the Rototuna growth cell in the north of the city, and to Stage 1 of the Peacocke and Rotokauri growth cells. • Prioritising the development of Stage 2 of the Peacocke growth cell in the long term (circa 2023 onward) ahead of the remainder of Rotokauri. The establishment of the city arterials that form part of the Southern Links project are acknowledged as a pre-requisite to the development of Stage 2 of Peacocke. <p>HUGS identifies and reiterates Council's commitment to developing the remainder of Rototuna and Stage 1 of both Peacocke and Rotokauri as its approach to growth. HUGS prioritises the residential growth area of Peacocke in the longer term. It further states that those areas of growth will include greater choice in living environments, for instance, more compact type developments in key areas such as town centres or around parks and open spaces.</p> <p>Access Hamilton 2010-2040 is Hamilton City Council's strategy for managing the city's transport needs over a 30 year horizon. Access Hamilton is a transport strategy that integrates with land use planning and considers all modes of transport, accessibility and mobility for all.</p> <p>Access Hamilton has been translated into 7 Action Plans for implementation. The most relevant of the Action Plans to Southern Links is the Network Action Plan, which aims to "deliver an affordable, integrated, safe, responsive and sustainable transport system that contributes to Hamilton's strategic objectives".</p> <p>The Network Action Plan presents four objectives relating to land use planning and management, multi-modal network, protection and management, and network development.</p> <p>The Network Action Plan identifies the following actions for the future development of the network in Hamilton:</p> <ul style="list-style-type: none"> • Work with NZTA to investigate and implement key infrastructure projects such as the Eastern Arterial, Southern Links, Wairere Drive 4-laning, designation of Te Totara crossing • Develop and protect key connections between the Hamilton Ring Road and the surrounding area • Develop an efficient arterial network in the south to connect the Peacocke development with the existing arterial network <p>Through the other Action Plans, Access Hamilton identifies actions relating to the development of walking and cycling</p>

	<p>facilities, passenger transport, travel demand management that have all had an impact on the form and function of the proposed Southern Links arterials.</p> <p>Designation of the Southern Links network that will extend the Ring Road into Peacocke and allow for the establishment of connections to the existing arterial network at Cobham Drive, both of which will contribute to the development of the Peacocke Growth Area, will positively give effect to HUGS and Access Hamilton and will achieve this project objective.</p>
Protect the Southern Links transport corridor to facilitate the provision of an integrated transport network which supports the future urban development of the Peacocke Structure Plan Area.	Section 176 of the RMA prevents any person undertaking a work within a designation that would prevent or hinder a public work or project or work to which the designation relates without the prior written consent of the requiring authority. Accordingly, designating the Peacocke Arterial Routes will protect the Southern Links transport corridor to allow the arterial roads necessary to support the urban development of Peacocke to be constructed in the future. The designation and work achieves this objective.
Protect the Southern Links transport corridor in the Peacocke Structure Plan Area in light of the risk of build-out along the preferred route.	Section 176 of the RMA prevents any person undertaking a work within a designation that would prevent or hinder a public work or project or work to which the designation relates without the prior written consent of the requiring authority. Accordingly, designating the Peacocke Arterial Routes will protect the routes from build-out in the long term and achieve this project objective.
Provide for growth needs in the south of Hamilton City through the protection of the long-term function of state highway and key arterial, collector and local road networks.	Southern Links creates alternative routes which redistributes long distance and heavy vehicle traffic responsible for the negative impacts, creating a more consistent vehicle class along these routes. The result is an opportunity to create an environment which better accommodates for the local needs. The designation and work achieves this objective.
Provide connectivity between the Peacocke Structure Plan Area and the existing Hamilton City infrastructure network, hospital, airport and state highway network.	The designation of the Southern Links urban arterials in the Peacocke area, in conjunction with the NZ Transport Agency portions of the overall Southern Links network, will allow for connectivity to the areas sought to be provided in the future. The designation and work achieves this objective.
Improve the amenity and safety of key arterial, collector and local road networks in Hamilton City.	Southern Links creates alternative routes which redistributes long distance and heavy vehicle traffic responsible for the negative impacts, creating a more consistent vehicle class along these routes. The result is an opportunity to create safer corridors more suitable for local journeys, Public Transport, walking and cycling. The designation and work achieves this objective.
Provide new transport routes to redistribute freight and regional trips to Hamilton on to appropriate corridors that will relieve congestion and make existing networks operate more efficiently.	The designation of the Southern Links urban arterials in the Peacocke area, in conjunction with the NZ Transport Agency portions of the overall Southern Links network, will allow for the provision of the new routes sought in the future. Southern Links creates alternative routes which redistributes long distance and heavy vehicle traffic responsible for the negative impacts, creating a more consistent vehicle class along these routes. The result is an opportunity to create an environment which better accommodates for the local needs. The designation and work achieves this objective.
Provide opportunities for passenger transport and alternative transport modes which will not preclude the potential development of rail transport in the long term.	The concept design that has informed the extent of the designation allows for alternative transport modes such as walking and cycling, and for passenger transport. The alignment of the routes for which designation are sought does not preclude the provision of rail transport within them in the future. The designation and work achieves this objective.
Improve residential, industrial and retail environments in Hamilton City, in particular in Hillcrest, Melville and Hamilton East through the provision of an integrated transport network which will, in turn, reduce travel trips and demand on existing transport networks.	Southern Links meets this project objective through creating alternative routes which redistributes long distance and heavy vehicle traffic responsible for the negative impacts, creating a more consistent vehicle class along these routes. The result is an opportunity to create an environment which better accommodates for the local needs. The designation and work achieves this objective.

Council Report

Committee: Strategic Growth Committee **Date:** 07 September 2021
Author: Tahl Lawrence **Authoriser:** Andrew Parsons
Position: Project Engineer **Position:** Executive Director Strategic Infrastructure

Report Name: Peacocke Active Travel Macroscopic

Report Status	<i>Open</i>
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Purpose - *Take*

1. To seek approval from the Strategic Growth Committee of the Whatukooruru Drive (Peacocke East West Arterial) and Peacockes Road Urban Upgrade projects macroscopes.
2. To seek approval from the Strategic Growth Committee of the direction and macroscopic of the Bikes on Pipes value add opportunity.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Strategic Growth Committee:
 - a) approves the Whatukooruru Drive and Peacockes Road macroscopic as shown in **Attachment 1** of the staff report;
 - b) approves the Bikes on Pipes macroscopic as shown in **Attachment 3** of the staff report;
 - c) requests the Chief Executive consult with Waka Kotahi to explore funding assistance opportunities;
 - d) approves staff progress with design and consents based on the approved macroscopes in 3(a) and 3(b) above; and
 - e) approves staff progress to the procurement phase for the Bikes on Pipes project, noting that a decision on construction aspects will come back to the committee for consideration and decision once costs are known.

Executive Summary - *Whakaraapopototanga matua*

4. Work is progressing on the second suite of projects within the approved Peacocke Housing Infrastructure Fund (HIF) programme. These “stage 2” works include the transport and three waters infrastructure necessary to support residential housing development in the timeframes set out in the HIF Facility Agreement.
5. Design contracts are already in place and well under way with background investigation works completed, which updates the scope of Whatukooruru Drive and Peacockes Road.
6. The scope update refines the concept design to respond to and include the most recent legislative requirements, operational constraints, and Elected Member feedback during the last 2 years.

7. During 2019 a substantial amount of work was undertaken by the project team, with input from Elected Members, to develop and approve the macroscope for the works current under construction – the Waikato River Bridge and the surrounding associated roading works. That work and the resulting design philosophies focused on Vision Zero outcomes, enhancing active mode participation and prioritising Public Transport (PT) opportunities over single occupancy cars.
8. Previously approved macroscopes and the associated underlaying design philosophies carry through and largely inform the design of Whatukooruru Drive and Peacockes Road Urban Upgrade (being largely an extension of current designs), and macroscope decisions in this report focus more on delivery staging.
9. Approval is being sought of an updated Whatukooruru Drive macroscope and an opportunity for value add for the north-south wastewater pipeline.
10. Staff note that previous macroscope approvals included value-add items that were not specifically allowed for within original budgets but were accommodated by Council accepting a lower project contingency.
11. Active travel opportunities were originally identified by Elected Members during 2019 through the development and prioritisation of a “shopping list” of value-add items. Staff were requested to consider these opportunities to influence or deliver some or all of these within planned works. A Bikes on Pipes opportunity exists by combining construction of a shared walking and cycling path with a HIF-funded wastewater connection and the associated gully crossing structures.
12. Staff recommend the macroscope as presented in Attachment 3 be adopted and that design and consenting be progressed on this basis to protect the Bikes on Pipes opportunity noting that the Peacocke Plan Change is signalling higher density residential development, which will increase the likelihood of future residents actively seeking and using alternative transport modes.
13. Staff consider the matters in this report have a low significance and that the recommendations comply with the Council’s legal requirements.

Whatukooruru Drive and Peacockes Road Urban Upgrade Macroscope

14. The proposal is for completion of the Peacocke East West Minor Arterial (Whatukooruru Drive) between the newly constructed roundabout on SH3 (Ohaupo Road) west to Peacockes Road, and an urban upgrade of Peacockes Road through to connection with the Peacocke Waikato River Bridge project works (currently under construction). See Attachment 1
15. The planned works are consistent with the scope included within the Peacocke Housing Infrastructure Fund Detailed Business Case, the HIF Facility agreement, Hamilton Southern Links designation and recent Peacocke Structure plan thinking.
16. Previous work has largely “set” the expectations and the macroscope presented benefits from the substantial amount of work, with input from Elected Members, to develop the macroscope for the works current under construction – the Waikato River Bridge and the surrounding associated roading works. That work resulted in focus on Vision Zero outcomes, enhancing active mode participation and prioritising Public Transport (PT) opportunities over single occupancy cars. How this is applied to Whatukooruru Drive and Peacocke Road is summarised below (see Attachment 1 for full details):

Active modes and passenger transport:

- i. Fully segregated cyclist and pedestrian facilities full length
- ii. Cycle paths being segregated through use of raised pavement devices (such as “armadillos” or concrete kerbs)
- iii. A series of mid-block raised platforms for pedestrian crossings, integrated with in-lane bus stops

Intersections:

Consistent with the Peacocke Development intersection hierarchy philosophy that prioritises alignment with Vision Zero principles and promotion of alternative modes in priority to vehicle efficiency

- 17. Some flexibility will be retained to respond to adjacent land use as landowners progress development plans. Stormwater, utility connections and intersection locations are anticipated to be refined through Private Developer Agreements, however alignment with the macroscopic intention will be retained.
- 18. Current cost estimates (reported separately in this committee meeting) include the scope presented in this report.

Peacocke Mode Shift: Bikes on Pipes - North South Walking/Cycling Link**19. Discussion**

- 20. Elected Members (through the Access Hamilton Task Force forum) during 2019 were involved in developing and prioritising a “shopping list” of value-add items (Attachment 2) and requested staff consider opportunities to influence or deliver some or all of these within planned works.
- 21. The project team have kept this in mind when designing the stage 2 works and have identified that the emerging wastewater gully crossing solution along the North/South arterial could include a shared path (Bike on Pipes). This would deliver an off-road path connection through central Peacocke to existing path networks and the river path much earlier than otherwise planned, aligning with items 9 and 10 on the shopping list.
- 22. The key opportunity is in combining construction of a shared path with a HIF-funded wastewater connection and the associated gully crossing structures. This provides opportunities for cost savings for construction, such as site clearance, reinstatement and a cost share on the gully crossing structures.
- 23. The shared path will provide an early and direct off-road opportunity to connect development in central and south Peacocke to Hamilton, making the most of the designated transport corridor until the North/South arterial is implemented (currently not budgeted within Hamilton’s 30 Year Infrastructure Strategy (2050)). This means that the first residents will have an attractive, more direct link to central Hamilton without using the car.
- 24. The Peacocke Plan Change is signalling higher density residential development, which will increase the likelihood of future residents actively seeking and using alternative transport modes, particularly given the proximity to central Hamilton, Waikato University, Hamilton Gardens and other key destinations. An off-road path through the central Peacocke area would be well placed and convenient to access and use.
- 25. The Waka Kotahi National Land Transport Programme 2021 – 2024 (NLTP) has yet to be announced (due mid-September). Council and Waka Kotahi staff are in discussions on the best approach to seek funding. The proposal is not an early priority for funding in Council’s 2021 – 2024 NLTP Biking and Micro-mobility programme. The do-minimum proposal therefore is for Council to futureproof the bridges but only construct the paths if funding is available

26. Procurement coordination with Whatukooruru Drive may provide cost efficiencies. Early commitment to the walking/cycling opportunity is necessary to meet the programme for the pipeline and Whatukooruru Drive in accordance with the Housing Infrastructure Fund milestones.
27. Depending on eventual funding availability, the full scope could be delivered in stages over time with only the most critical aspects protected which is to ensure the gully crossing structures are design and consented to enable the shared function. Costs can then be tested later through the procurement process (mid-2022) and staged delivery options along with costs can be brought back to Elected Members for a decision.
28. In order to achieve timing to leverage coordination with the wastewater construction means time pressure for design, procurement, and consents. These risks are exacerbated by the changes in the planning environment including the NPS for Freshwater Quality Management and the likelihood of work outside the designation.
29. **Macroscopic Approval – Bikes on Pipes**
30. The full proposed scope is included in Attachment 3 and includes:
 - Two kilometres of new off-road active modes shared path extending from Whatukooruru Drive (near the end of Hall Road) northwards connecting (and crossing) Peacockes Road and onwards to the river path, generally following the North South arterial alignment
 - Sharing two gully crossing bridges with new wastewater pipes
 - 3m wide sealed all-weather surface
31. Staff recommend the macroscopic as presented in Attachment 3 be adopted and that design and consenting be progressed on this basis to protect the Bikes on Pipes opportunity.
32. Staff recommend future proofing the gully crossing bridges to enable adding a shared path on top as a do-minimum which will protect the opportunity until fundings becomes available.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

33. Staff confirm that the recommendation of this report complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

34. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
35. The subject matter of this report is consistent with the Peacocke programme which has been evaluated in terms of the 4 wellbeings and is reported separately.
36. The recommendations set out in this report are consistent with that purpose.

Risks - *Tuuraru*

37. **Whatukooruru Drive and Peacockes Road Urban Upgrade**
38. The risks discussed here are specific to this report. General Peacocke programme risks are discussed in other reports.

39. There is a risk that consenting (and then construction) becomes more difficult as a result of recent legislative changes relating to freshwater management (specifically existing natural wetlands). There are natural wetlands throughout the Peacocke area, and if additional mitigation (or avoidance) is required this could mean the land acquired is not large enough or of the right shape. This would result in re-design work and would result in delays and likely make construction more expensive.
40. The Whatukooruru Drive and Peacockes Road macroscope is aligned with existing transport projects already under way in Peacocke. This includes a substantial increase in the levels of service for active modes and Public Transport which was not anticipated within original project budgets. There is a risk that the construction estimates based on the approved macroscope, once developed, exceed available budgets. This will be reported in future updates as design progresses and before construction contracts are awarded.
41. The Whatukooruru Drive and Peacockes Road approach to stormwater treatment is now significantly different to what was assumed during the original Southern Links designation process, due to increases in the stormwater treatment required of any development (including roads). Other projects have seen an increase in the size of stormwater treatment devices and the land footprint required. There is a risk that once designed, the stormwater devices necessary may not fit within land Council has acquired. This will be monitored and reported in future updates as design progresses.
42. The method assumed for crossing gully watercourses has advanced since the Southern Links designation process was undertaken. Where previously only one bridge structure and two culverts were anticipated, this is now required to be three bridges in order to satisfy National Policy Statement requirements. The cost of swapping two culverts for bridges will result in additional costs and will be monitored and reported in future updates as detailed design progresses.
43. **Bikes on Pipes**
44. Not protecting the gully crossings as shared structures now means that the bridges will be too narrow with insufficient load capacity for active travel. It is likely a share path would be excluded (or much more expensive) until the North South arterial is constructed.
45. Approving the macroscope as shown in Attachment 3 means that the design and consenting will be progressed based on a shared gully crossing structure. If Council decide later not to proceed with shared gully crossing structures, there will likely be some re-design costs to then design smaller bridges.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

46. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.

Engagement

47. The Peacocke HIF programme has a comprehensive communications strategy with a Communications Plan including regular newsletters, one on one interaction, open days and website information. The community are well informed, and the project team understand the views of the community and residents in the area.
48. The contents of this report are included within the Peacocke HIF programme Communications Plan.

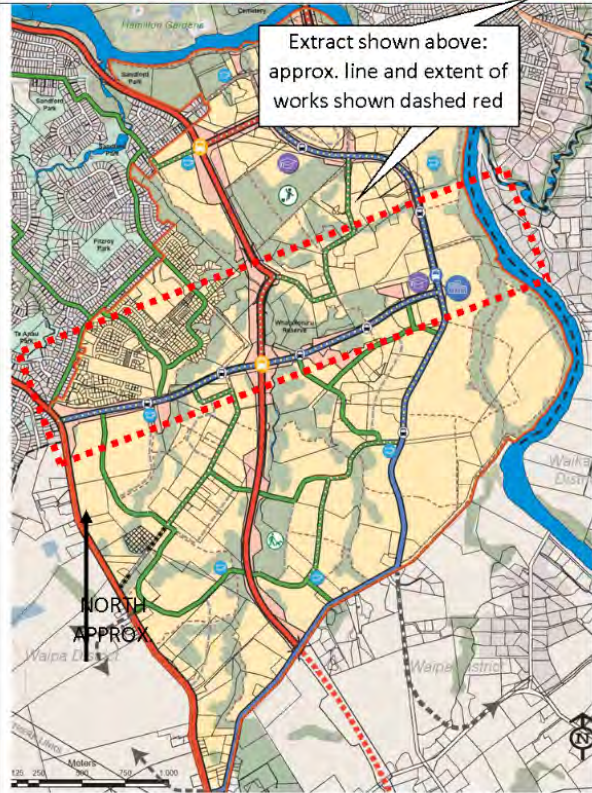
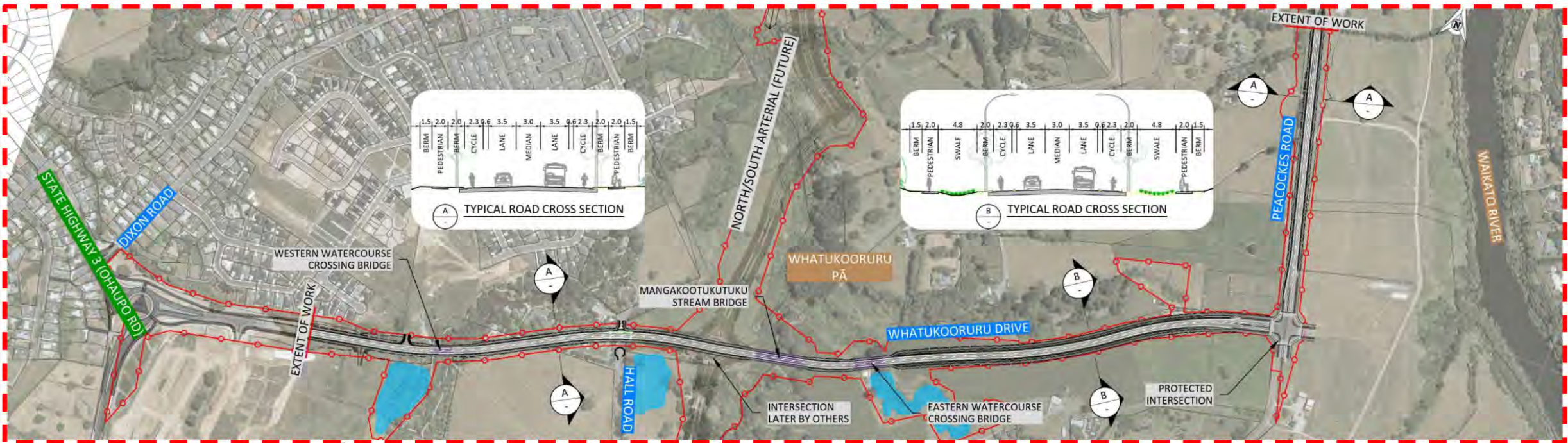
49. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Strategic Growth - Peacocke East West Arterial Whatukooruru Drive Macroscopic

Attachment 2 - Strategic Growth - Peacocke Macroscopic - The Shopping List of Value Add Items as at 23.08.2019

Attachment 3 - Strategic Growth - Bikes on Pipes Macroscopic



EXTRACT FROM PEACOCKE STRUCTURE PLAN
(TRANSPORT NETWORK)

Description of Macroscope

The proposal is for completion of the Peacocke East West Minor Arterial (Whatukooruru Drive) between the newly constructed roundabout on SH3 (Ohaupo Road) west to Peacockes Road, and an urban upgrade of Peacockes Road through to connection with the Peacocke Waikato River Bridge project works (currently under construction). The works are consistent with the scope included within the Peacocke Housing Infrastructure Fund Detailed Business Case and agreement and are in the the Hamilton Southern Links designation.

The proposal provides for construction of a Minor Arterial transport corridor of approximately 2.4km in length, comprising:

Links:

- 1.8km of greenfield Minor Arterial construction (Whatukooruru Drive from existing roundabout section to Peacocke Road).
- 0.6km of urban upgrade to Minor Arterial standard (Peacockes Road Urban Upgrade north from East West Minor Arterial).
- Three gully crossings providing vehicle, cyclist and pedestrian connectivity (retaining opportunities to provide multi-modal access beneath the bridge structures).

Active modes and passenger transport:

- Fully segregated cyclist and pedestrian facilities full length.
- Cycle paths being segregated through use of raised pavement devices (such as “armadillos” or concrete kerbs).
- A series of mid-block raised platforms for pedestrian crossings, integrated with in-lane bus stops.
- Single vehicle lanes in each direction with future proofed pavement width to provide flexibility for possible future bus lane

Intersections:

- East West Minor Arterial/ Peacockes Road - Signalised Protected Intersection (four-leg) – prioritising pedestrian and cycle level of service (efficiency and safety). This is consistent with the Peacocke Development intersection hierarchy philosophy that prioritises alignment with Vision Zero principles and promotion of alternative modes in priority to vehicle efficiency.
- Future North-south arterial alignment crossing - no intersection at this stage - for safety and to protect options for the arterial form.

Utilities:

- Incorporation of strategic (fresh) water and wastewater infrastructure as determined by parallel (Peacocke) projects.
- Road frontage utility services to enable direct connection from future development.
- Stormwater treatment and management devices, which are generally aligned with the principles of the Mangakootukutuku ICMP.

Procurement for physical works is programmed to commence in early 2022, with construction starting in October 2022. Completion of works expected in April 2024. It is possible that the construction contract will include a number of separable portions to manage risk around land access, delays in consents, and integration with adjoining development works. These separable portions could include: 1) Hall Road to Peacockes Road, 2) Peacocke Road Upgrade 3) Hall Road to Northview (SH3). The project is also being planned in such as way to enable other procurement opportunities to be advanced through this major project (e.g. Bikes on Pipes opportunity).

Opportunities/Threats

Opportunities:

Future connections: Project designed to enable future construction of roundabout with North-South Arterial including active mode grade-separation. Also facilitates road connections shown in Peacocke Structure Plan.

Cultural Connections: Tangata Whenua are involved in project planning and opportunities for cultural symbolism to be incorporated within the works, including access for Whatukooruru Paa.

Pedestrian Linkage: Pedestrian linkages across the corridor can readily be accommodated within the proposed cross-section with inclusion of raised platforms. In addition, the bridge structures enable grade separation of crossings (beneath), if desired. This includes connectivity to the Whatukooruru Paa site.

Threats:

Funding: - The indicative construction estimate is higher than the original HIF estimate. Additional funding has been allowed for in the 2021-31 LTP. Work is under way to refine project estimates, including value for money reviews.

Programme/Consents: - In order to achieve timing to optimise construction seasons there is time pressure for design, procurement, and consents. These are pressures are exacerbated by the changes in the planning environment including the NPS for Freshwater Quality, possibility of works exceeding the designation footprint, and the need to still secure some land for construction activities.

The shopping list

23 August 2019

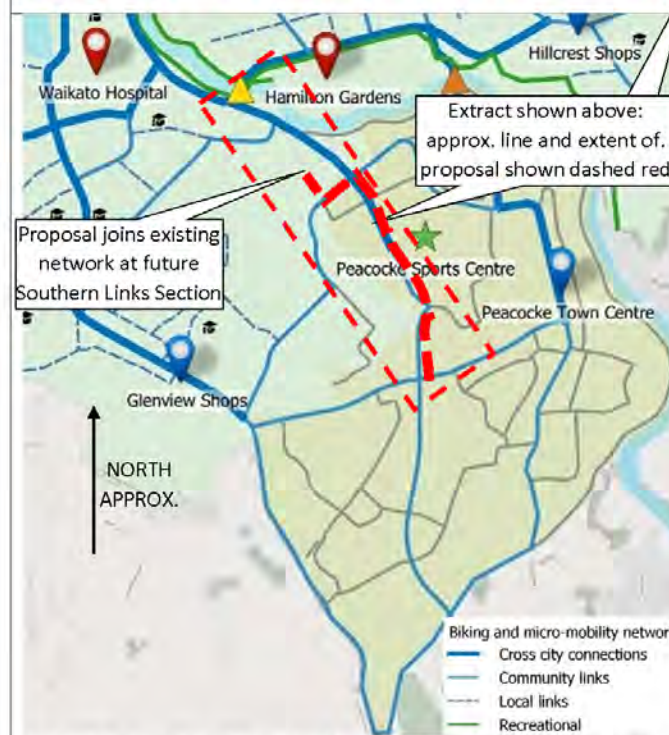
Green, we're doing. **Yellow**, we're doing but \$ risk. **Red**, consider in Plan Change?

Item	Description	In original budget?	In original scope	In scope going forward? If "no" then what?
1	Pedestrian and cycle overbridge over Ring Rd Extension on north side of Waikato River. Great connectivity and also offers opportunity to be memorable feature	No	Partially	Yes subject to managing within budget = lower contingency
2	Waikato River Bridge – confirm cross section 26.2m wide. Allow 4 lanes, shoulders, walking and cycling both sides. Opportunity for making one side "better".	Yes	Yes	Yes
3	PT dedicated lanes on Ring Road Extension on opening.	Yes	Partially	Yes
4	Separated cycle lanes on Major and Minor arterials and bridge. Adds extra road width and infrastructure over what was originally allowed for	No	Partially	Yes subject to managing within budget = lower contingency
5	Additional underpasses at key intersections as a result of intersection hierarchy and as part of commitment to "good" to support uptake	No	No	Yes = Risk we need extra funding?
6	Vision Zero approach. Additional barriers possibly required, separation between modes preferred, lower speeds, intersection design include safety.	No	No	Yes = Risk we need extra funding?
7	Walking and cycling integration plan linking Peacocke into existing communities	No	No	Yes – through Plan Change, minor safety and Annual Plan/TYP
8	Walking and cycling opportunities fully scoping and prioritising for future funding	No	No	Yes – through Plan Change, minor safety and Annual Plan/TYP
9	New off road cycle path that follows North/South arterial where we have land	No	No	No – Consider in Plan Change& TYP?
10	Path connections: <ul style="list-style-type: none"> Improvements to existing path from Peacocke along River to CBD Protection (designation) for Strategic linkages Identify and resolve "gaps in the map" to key attractors 	No No No	No No No	No – Consider in Plan Change &TYP? No – Consider in Plan Change& TYP? No – Consider in Plan Change& TYP?
11	Park and Ride within lower Peacocke area	No	No	No – Consider in Plan Change& TYP?
12	Make developers provide same level of service and connectivity for PT and Walking & Cycling	No	No	No – Consider in Plan Change?
13	New off road cycle path that doesn't follow road network	No	No	No – Consider in Plan Change?

Item 8

Attachment 2

Peacocke Mode Shift: Bikes on Pipes - North South Walking/Cycling Link Macroscopic



Description of Macroscopic

The proposal is for a shared walking/cycling connection linking Hamilton's existing network to the facilities on the proposed Peacocke East West minor arterial (Whatakooruru Drive) in conjunction with a strategic wastewater main and associated works.

The macroscopic comprises a strategic wastewater main and associated works and a shared path approximately 2km in length, comprising:

- A strategic wastewater main to service the southern and central portions of the Peacocke Mangakootukutuku catchment
- Two gully bridges supporting the wastewater connection suitable for use as a shared path
- 1.5km new off road shared path (Whatakooruru Drive to Peacockes Road)
- 0.8km roadside connection – existing Peacockes Road
- 0.2km path widening at Peacockes Road/Mangakootukutuku gully crossing.
- Slightly longer wastewater pipeline to suit alignment to suit meets walking and cycling
- A minor alteration to designation on land owned by Council.

The wastewater connection will enable residential development in the central portions of the Peacocke growth cell and provide a strategic connection for development further south.

The shared path leverages committed implementation of the Peacocke north-south strategic wastewater pipeline to deliver early wins in mode shift as Peacocke develops. Committing to the shared path bridges now sets the tone of development of this area of Peacockes with a mode shift in providing a direct walking and cycling connection that would otherwise wait for the north-south arterial to be constructed, requiring a harder and later cultural shift in the community to achieve targets for mode shift.

The proposal mainly utilises the North-South Arterial section of the Hamilton Southern Links designation and part of a property owned by Council affected by the designation.

Opportunities/Threats

Opportunities:

Mode shift: - The shared path will provide an early and direct off-road opportunity to connect development in central and south Peacocke to Hamilton, making the most of the designated transport corridor until the N-S Arterial is implemented (currently not funded within Hamilton's 30Year Infrastructure Strategy (2050). This means that the first residents will have an attractive, more direct link to central Hamilton without using the car.

Increased Connectivity: Provides faster connection of the the central Peacocke development to the Northern Sports park and proposed location for the northern school

Value for money: The key opportunity is in combining construction of a shared path with a HIF-funded wastewater connection. This provides opportunities for cost savings for construction, such as site clearance, reinstatement, etc.

Coordinated procurement: - Procurement with Whatakooruru Drive may provide cost efficiencies. Early commitment to the walking/cycling opportunity is necessary to meet the programme for the pipeline and Whatakooruru Drive in accordance with the Housing Infrastructure Fund milestones.

Threats:

Funding: - The Waka Kotahi National Land Transport Programme 2021 – 2024 (NLTP) has yet to be announced (due mid-September). Council and Waka Kotahi staff are in discussions on the best approach to seek funding. The proposal is not an early priority for funding in Council's 2021 – 2024 NLTP Biking and Micro-mobility programme. The proposal therefore is for Council to futureproof the bridges but only construct the paths if funding is available.

Scheduling/consents: - In order to achieve timing to leverage coordination with the wastewater construction means time pressure for design, procurement, and consents. These risks are exacerbated by the changes in the planning environment including the NPS for Freshwater Quality Management and the likelihood of work outside the designation.

Council Report

Item 9

Committee: Strategic Growth Committee **Date:** 07 September 2021
Author: Greg Carstens **Authoriser:** Blair Bowcott
Position: Growth, Funding & Analytics Unit Manager **Position:** General Manager Growth
Report Name: Infrastructure Acceleration Fund - Update

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Strategic Growth Committee on the six expressions of interest submitted to the Infrastructure Acceleration Fund (IAF) on 18 August 2021.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee:
 - a) receives the report;
 - a) notes that the following areas non-binding expressions of interest were submitted by Council to the Infrastructure Acceleration Fund on 18 August 2021 for the following areas:
 - i) Ruakura-Enderley/Fairfield;
 - ii) Central City;
 - iii) Rotokauri Stage 1;
 - iv) Rotokauri Stage 2;
 - v) Rototuna North;
 - vi) Peacocke South; and
 - b) notes that Kaainga Ora is currently reviewing the expressions of interest and has advised that applicants can expect a response by 15 October 2021;
 - c) approves the General Manager Growth, the Chair and Deputy Chair of the Strategic Growth Committee to respond to Kaainga Ora **if requested** with prioritisation of the expressions of interest, in consultation with Committee Members; and
 - d) notes that a developer-led proposal was submitted by the Perry Group for Te Awa Lakes Area and that staff provided broad feedback on that proposal.

Executive Summary - *Whakaraapopototanga matua*

3. The Housing Minister, Hon. Dr Megan Woods, announced an Infrastructure Acceleration Fund (IAF) on 22 June 2021, which is part of the wider Housing Acceleration Fund (HAF).

4. Elected Members provided feedback at the 16 June 2021 briefing and 29 July 2021 Strategic Growth Committee meeting. The General Manager Growth Group was delegated authority to submit the Expressions of Interest (EOIs), given the timing of the deadlines.
5. Staff submitted six EOIs on 18 August 2021. The EOIs (in no particular order) were for:
 - i. Ruakura-Enderley/Fairfield
 - ii. Central City
 - iii. Rotokauri Stage 1
 - iv. Rotokauri Stage 2
 - v. Rototuna North
 - vi. Peacocke South.
6. The report to the Strategic Growth Committee included five areas. In the lead-up to the Committee meeting, staff identified an additional area that we considered met the IAF criteria.
7. With approval from Members, Peacocke South was included and an EOI was submitted by Council (see **Attachment 5**).
8. The Perry Group has made an EOI for Te Awa Lakes. Council's General Manager Growth provided a letter of support (see **Attachment 7**).
9. The following table summarises the IAF funding requested for each bid area, the expected yield for each area in the period specified by Kaainga Ora (to 2035) and the average IAF funding requested per dwelling expected. The 'inflated' funding request includes allowance for increased costs to deliver the infrastructure over time.

Area	IAF funding requested (inflated)	Yield (to 2035)	\$ IAF per dwelling
Rototuna North	\$ 18,455,000	850	\$ 21,712
Rotokauri 2	\$ 67,941,000	2,835	\$ 23,965
Rotokauri 1	\$ 104,249,000	2,845	\$ 36,643
Peacocke South	\$ 105,251,000	1,530	\$ 68,792
Ruakura-Enderley/Fairfield	\$ 665,442,000	4,320	\$ 154,038
Central City	\$ 331,576,000	1,910	\$ 173,600

10. The funding requested in these EOIs is significant; however, it reflects the true cost of delivering the infrastructure required to enable these growth areas. The proposals will be refined during Stage 2 of the process.
11. The EOI applications and all supporting information, including letters from developers, are attached to this report (see **Attachments 1-6**).
12. Kaainga Ora has advised that applicants should be notified of the outcome of their application on 15 October 2021. Kaainga Ora have indicated they may contact Council for clarification or prioritisation around its expressions of interest. If it does, staff will provide that prioritisation in consultation with the Chair and Deputy Chair of the Strategic Growth Committee.
13. The EOI stage is the first of a 3-stage process. Successful EOIs will move to a Request for Proposal phase (Stage 2), which will include detailed business planning. Negotiation is undertaken in Stage 3 to determine outcomes and terms.

14. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

15. The Housing Minister, Hon. Dr Megan Woods, announced an Infrastructure Acceleration Fund (IAF) on 22 June 2021, which is part of the wider Housing Acceleration Fund (HAF). Cabinet has agreed that at least \$1 billion will be invested through the IAF.
16. The IAF will allocate funding to deliver infrastructure that unlocks housing development in the short to medium term and delivers specific housing outcomes. Territorial authorities, developers and landowners are expected to contribute their fair share to the cost of projects.
17. Funding will typically be in the form of a grant to the relevant territorial authority, which will own and operate the infrastructure. Developers and landowners are expected to contribute their fair share to the costs of the projects.
18. Input into the evaluation of each stage of the process will be provided from several government agencies, including the Ministry of Housing and Urban Development, Waka Kotahi NZTA, Ministry of Transport, Department of Internal Affairs, Crown Infrastructure Partners, the Infrastructure Commission and the Treasury.
19. The EOI stage is the first of a three-stage process. If successful, a Request for Proposal (RFP) will be extended (stage 2), and if a proposal is successful through the second stage, it moves onto the negotiation stage (stage 3). This stage will establish terms and housing outcomes. These three stages are outlined along with the detailed criteria provided by Kaainga Ora in the [29 July 2021 report](#) to the Strategic Growth Committee (see Item 11).
20. Elected Members provided direction at the 16 June 2021 elected member briefing and the 29 July 2021 Strategic Growth Committee meeting.
21. At this meeting, the General Manager Growth Group was delegated authority to submit the EOIs on behalf of Elected Members in consultation with the Chair and Deputy Chair of the Strategic Growth Committee (Crs Macpherson and Hamilton).

Discussion - *Matapaki*

22. Six EOIs were submitted on 18 August 2021 for Ruakura-Enderley/Fairfield; Rotokauri stage 1; Rotokauri Stage 2; Rototuna North; Peacocke South and the Central City.
23. There was a strong emphasis on regional collaboration. Staff submitted all the EOIs to the 27 July 2021 Futureproof Implementation Committee (FPIC) meeting. FPIC endorsed all six EOIs and a letter from the three Futureproof mayors and the Independent Chair of Futureproof was included with each application.
24. Housing outcomes were also a clear focus in the criteria including pace, scale, provision of affordable housing, and the level of funding requested in relation to the expected number of houses to be delivered. Staff were able to obtain commitments from several developers for typology, yield, and timing. In addition, some developers also committed to a proportion of affordable homes within their developments.
25. A limited number of proposals will be progressed through a fast-track process. Staff have indicated that the Rototuna North EOI would be a strong candidate for the fast-track process.
26. The table below outlines the high-level details of each EOI. The full EOI and all supporting documents are attached to this staff report.

Area	Funding requested (inflated)	Yield to 2035	Infrastructure to be funded
Ruakura-Enderley/ Fairfield	\$665,442,000	Ruakura – 1,325	<ul style="list-style-type: none"> - Reservoir and pump station - Bulk water and wastewater mains - Road extension and arterials - Stormwater for transport corridor
		Enderley/ Fairfield – 2,995	<ul style="list-style-type: none"> - Reservoir and booster pump station - Water and wastewater mains - Stormwater treatment - Blue/Green corridors - Erosion protections and restoration - Road upgrades
Rotokauri 1	\$104,249,000	2,845	<ul style="list-style-type: none"> - Swale - Arterial road - Stormwater treatment devices - Bulk water mains - Wastewater pumpstations
Rotokauri 2	\$67,941,000	2,835	<ul style="list-style-type: none"> - Arterial road - Stormwater treatment devices - Bulk water mains - Wastewater pumpstations
Rototuna North	\$18,455,000	850	<ul style="list-style-type: none"> - Road extension - Wastewater and stormwater connections - Upsize of stormwater wetland
Peacocke South	\$105,251,000	1,530	<ul style="list-style-type: none"> - Transport corridor - Water and wastewater mains within the corridor incl 2 pump stations - Stormwater for road and pump stations
Central City	\$331,576,000	1,910 (based on recent trends)	<ul style="list-style-type: none"> - 2 water reservoirs <i>Angelsea Street corridor:</i> - Water distribution mains - Wastewater mains, pumpstation and storage facility - Urban upgrade of street

27. The funding requested for each of the EOIs is significant, and in the case of Ruakura-Enderley/Fairfield and Central City it is extremely high. However, this is a realistic representation of the costs associated with providing the infrastructure outlined above. Staff were advised by Kaainga Ora to reflect the true costs of the infrastructure in their EOIs. It should also be noted that especially in the case of the intensification areas, the infrastructure identified and costed for the IAF bids still does not represent all of the infrastructure or cost to fully enable these areas in the long term consistent with the NPS-UD density requirements.

28. Some of the bids could be scaled, phased, or split if required if the scale of funding required as applied for in the EOIs was too large, or for other practical reasons. For example, in the next stage, Ruakura-Enderley/Fairfield could be split into Ruakura, and Enderley-Fairfield, or the Central City could be scaled back or focus on another intensification corridor. It was important not to underestimate the true cost to deliver the infrastructure that enables housing solutions at pace and scale.
29. As this is the first stage of the process, the scale of the funding required may not represent the final deal. Stage 2 (RFP stage) will refine the proposal and work through what infrastructure is funded, costs, developer commitments and housing outcomes.
30. A developer-led proposal was submitted by the Perry Group for Te Awa Lakes. The developer has sought \$70m in total, with \$50m of that to support development of Phase one within the Hamilton City boundary.
31. Kaainga Ora have advised that all applicants should receive a response on 15 October 2021. Successful bids will move to the RFP stage and a business case will need to be developed. The viability and affordability of each proposal will be further investigated at this stage. The three stages are outlined in the 29 July report.

Financial Considerations - *Whaiwhakaaro Puutea*

32. There are currently no financial implications in relation to the Expressions of Interest submitted to Kaainga Ora. In the next stage of the process (RFP stage), staff will assess the financial implications of any bid that is successful.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

33. Staff confirm that this matter complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

34. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
35. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
36. The recommendations set out in this report are consistent with that purpose.
37. The IAF has the potential to positively impact all 4 wellbeings for Hamiltonians. The proposals being put forward by Council to Kaainga Ora through this process are all considered to improve the social, economic, cultural and environmental wellbeings of our city and its residents.
38. Each proposal and the subsequent infrastructure project will provide an assessment of how that specific project will benefit each of the 4 wellbeings.

Risks - *Tuuraru*

39. There are no known risks associated with this matter at this stage.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

40. Having considered the Significance and Engagement Policy, staff have assessed that the report has a low significance, and no engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - IAF HCC Expression of Interest – Central City

Attachment 2 - IAF HCC Expression of Interest – Ruakura-Enderly-Fairfield

Attachment 3 - IAF HCC Expression of Interest – Rotokauri Stage 2

Attachment 4 - IAF HCC Expression of Interest – Rotokauri Stage 1

Attachment 5 - IAF HCC Expression of Interest – Peacocke

Attachment 6 - IAF HCC Expression of Interest – Rototuna North

Attachment 7 - HCC letter to Te Awa Lakes Perry Group for IAF submission

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	See "Hamilton Central City – Attachments" for all attachments. Page references below: Central City Map Futureproof mayors cover letter (pg 1) Capital cost inflation assumptions (pg 5) Acronym glossary (pg 9) Central City Transformation Plan summary (pg 10)



Part C Eligibility Criteria 2: Eligible Infrastructure Project/s – dwellings enabled and timeframes question (c)	Yield and IAF funding sought tables (pg 7)
Part C Evaluation Criteria: 4.3	Letter of support from Stark Property (pg 8)

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: Hamilton City 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	Greg Carstens Unit Manager Growth Funding & Analytics DDI: (07) 959 9064 Email: greg.carstens@hcc.govt.nz

OR

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

About your organisation	Response
Organisation name	NA
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)]

Developers active in the Central City include Stark Property Limited, Black & Orange Property Limited, Fosters Limited.



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

Name:	Central City		
Location (suburb and city):	Hamilton CBD		
Territorial Authority region:	Hamilton City		
Brownfield / Greenfield:	Category	<input checked="" type="checkbox"/>	
<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>	Greenfields OR	<input type="checkbox"/>	
	Brownfields	<input checked="" type="checkbox"/>	

4. IAF Funding sought: \$ 271,975,000

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031 – onward s
Amount (\$)	\$0	\$37,138,132	\$33,597,658	\$50,585,934	\$97,952,964	\$24,460,313	\$18,640,000	\$4,600,000	\$1,000,000	\$4,000,000





Kāinga Ora
Homes and Communities

Part B - Proposal Information



1. Please describe:

(a) the housing development and associated housing outcomes;



Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$331,576,376. Refer to Capital Cost Inflation Assumptions attachment (pg 5).

Hamilton's Central City area is the region's primary business, entertainment, and retail precinct. It contains approximately 20 percent of the city's employment, 260,000m² of office space and 79,000m² of retail space. Through residential intensification the area will be bolstered by the creation of jobs and diverse communities that are supported by both rapid and frequent public transport, and, walking and cycling transport options, allowing people the choice and opportunity to live close to where they work and play.

Intensification of our Central City is an essential element in our response to the government's National Policy Statement on Urban Development (NPS-UD). For Hamilton this means a greater focus on building up as well as out. We are cognisant that these new homes need to be supported by the appropriate infrastructure, amenities and services, like open green space, shops and schools, so that they can continue to function well. We also need to respond to inequities such as housing affordability. There are potential efficiencies to be gained by adopting a centres hierarchy approach, including but not limited to, agglomeration and productivity gains, and, transportation and land use efficiencies. The Central City Transformation Plan (refer to summary attached pg 10) recognises that at the heart of Hamilton lies a strong and vibrant central city. It is the commercial centre of the Waikato and the region's only metropolitan centre. It is the leading location for employment, administrative, civic, governance, cultural, education and entertainment uses. Council is working to incentivise greater intensification in the Central City in alignment with the Central City Transformation Plan and the NPS-UD. Our recently adopted Development Contributions Policy offers a 100% remission on development contributions for buildings six storeys or higher in the CBD.

The work we are doing to comply with the NPS-UD is indicating that a significant step change in infrastructure is required to manage the proposed change in land use density. There is an existing infrastructure deficit even before an NPS-UD Plan change. To allow any dimensioning of required infrastructure, a specific area needs to be defined. This bid focuses on intensification along the Anglesea Street Corridor only. It only includes the provision of strategic infrastructure and not all of the infrastructure required to connect individual developments to this infrastructure. In greenfield development we normally work with developers who are proposing scale, whereas with brownfield development it is usually section by section. This makes it difficult to engage with developers on co-funding for strategic infrastructure. Development contributions (DCs) would be the most logical form of contribution to use in this instance but Council's financial position precludes it from adding more projects to its capital programme and therefore the schedule of assets used to calculate DCs.

At this stage HCC does not have a known developer to provide indicative housing or co-funding opportunities, however discussions with developers have indicated their support for an EOI for the Central City. We have also discussed intentions for a social enterprise type apartment living space with communal facilities similar to the Nightingale organisation in Australia who develops apartments that are socially, financially and environmentally sustainable, based on the belief that homes should be built for people, not profit. The infrastructure listed in (b) would enable these dwellings. Developments with a mix of residential and commercial use are becoming increasingly popular in Hamilton. There are a number that have been consented in recent months and a range are currently in the concept discussion stage with Council staff.



Hamilton's Central City will become a vibrant and prosperous metro core that is attractive to both people and businesses. A variety of different housing typologies, including apartments and mixed use development, with access to the necessary amenities will help to accommodate our increasing population. The Central City has been identified as a priority development area for delivery of initiatives to support increased residential density in the Hamilton-Waikato Metro Spatial Plan (MSP) and Central City Transformation Plan.

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

Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$331,576,376. Refer to Capital Cost Inflation Assumptions attachment (pg 5).

This IAF bid seeks funding to provide new strategic infrastructure needed to facilitate intensification in the Central City area. The infrastructure elements included in the bid are based on high level concepts and require further consideration and refinement. The focus is on establishing strategic elements in the Anglesea Street corridor that will facilitate other blocks/corridors and development in the Central City. Refer to the attached Central City map (map 1) showing the development proposal area and the associated infrastructure elements included in this bid:

- Two new water reservoirs and booster pump stations
- New bulk water distribution mains;
- New strategic wastewater mains, pumpstation and bulk wastewater storage facility, and
- Urban upgrade of the Anglesea Street transport corridor to introduce better services for walking, cycling and public transport.
- At source stormwater treatment devices for the Anglesea Street with upgrades to the piped stormwater network to convey peak flows to the Waikato River
- upsizing local network (see below)

A big proportion of the bid funding is for land to upgrade transport corridors. There will also be significant disruption while these corridors are dug up to put in new utility pipes followed by the upgrade to include multi modal transport functionality.

The IAF bid also includes a pool of funding to contribute toward upsizing local water and wastewater networks as re-development occurs. Appropriate stormwater treatment and management is necessary to meet our obligations under Te Ture Whaimana on te Awa o Waikato and the NPS-Freshwater. This bid assumes developer funded on-lot at source stormwater treatment and management will be delivered as part of redevelopment and intensification of the CBD.

It is important to note that the infrastructure included in the IAF bid does not include all of the infrastructure required to service intensification of the Central City to the levels anticipated by the MSP and being contemplated as part of HCC response to the NPS-UD. In particular, investment to upgrade our water supply and wastewater treatment facilities; strategic bulk mains (water supply) and wastewater interceptors outside of the Central City area; trunk and the local network upgrades within the Central City are not included in the bid. Significant investment will be required over the coming years to maintain acceptable levels of service and to support the level of



intensification and growth contemplated in the Central City, broader City Centre and across the city.

The NPS-UD intensification high level assessment has shown that brownfield local infrastructure will not have the capacity to meet the demands of intensified development. It will require new local networks and on-lot stormwater treatment and water management interventions (e.g. rainwater tanks, soakage etc) to provide adequate capacity and levels of service. The existing transport corridors will be affected by the 3 waters installation and will also require urban upgrades to match intensification. It is assumed that all these local 3 waters and transport network improvements will be supplied by the development community. The costs of the local infrastructure are expected to be at least equal to the trunk infrastructure included in this bid. A funding request is included in the bid to enable HCC to contribute toward upsizing local infrastructure as development occurs, therefore future proofing local networks for demand associated with the level of intensification contemplated in the Central City.

(c) current status and timing.

The infrastructure elements included in this IAF bid are not funded in the current LTP.

HCC has started the process to change the District Plan to address the NPS-UD direction which calls for a significant step change in land use in regional centres like Hamilton's Central City. An area plan for the City Centre (including the Central City) is currently under development and will help to inform the review of the District Plan. It would be prudent to complete the area plan as a first step to help more accurately define the scope of infrastructure works required to support intensification in the Central City and broader city centre. The strategic infrastructure elements included in the bid provide a high level guide for new strategic infrastructure to start the intensification for the Central City, along one corridor only.

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	\$ 15,667,353	Low	Assumes 5% of design & procurement cost is feasibility assessment.	\$ 15,667,353
Costs of designing, consenting and tendering	\$ 21,824,845	Low	Assumes 95% of design and procurement cost is design, consenting and procurement	\$ 21,824,845
Land acquisition	\$ 33,050,000	Low	Land for one new reservoir included	\$ 33,050,000 <i>(note, costs under this category must be wholly required for Eligible Infrastructure Projects to be eligible for IAF funding)</i>
Construction	\$ 201,432,801	Low	Engineers estimates	\$ 201,432,801
Administrative costs for establishing complementary financing	\$ 0	Low	Nominal allowance for finance, administration and reporting costs.	\$ 0
Other (non-Eligible Costs)	\$ <i>[provide a breakdown of these other costs, i.e., BAU administrative costs]</i>	Low	<i>Click or tap here to enter text.</i>	<i>[note, costs that are not in one of the categories above are not eligible for IAF funding. See "Eligible Costs"].</i>
Total	\$ 271,975,000 <i>[total should equal amount in table 2b below]</i>			\$ 271,975,000

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	\$ 66,375,000	Low	Estimates from engineers based on current LTP rates	\$ 66,375,000
Three Waters	\$ 205,600,000	Low	Estimates from engineers based on current LTP rates	\$ 205,600,000



Flood Management	\$	Low	Click or tap here to enter text.	\$
Other Eligible Costs ¹	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ [Please provide a breakdown of these other costs, i.e., for community infrastructure not funded under the IAF]	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	\$ 271,975,000 [total should equal amount in table 2a above]			\$ 271,975,000

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)	\$ 0 [note, this should exclude amounts paid for by the Territorial Authority and recovered through development contributions]	There is no approved funding from Hamilton City Council associated with the Infrastructure identified in section 1(b)
Territorial Authority (anticipated to be recovered via development contributions)	\$ 0 [note, this should only include amounts paid for by the Territorial Authority but which are expected to be recovered through development contributions]	There is no funding including the HCC LTP for the infrastructure identified in section 1(b), therefore no funding anticipated to be recovered via development contributions
Developer / landowner (other than from:	\$ 0 [note, include any other amounts paid for by the developer(s) and landowners other	Developer and landowners are expected to fund local network and trunk network upgrades and to manage stormwater at source.

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



development contributions)	than via development contributions or IFF levies]	
Waka Kotahi	\$ 0	There is no approved funding from Waka Kotahi associated with the infrastructure identified in section 1(b)
DIA Three Waters funding	\$ 0	There is no approved three waters funding associated with the infrastructure identified in section 1(b)
IFF funding	\$ 0	There is no approved IFF funding associated with the infrastructure identified in section 1(b).
Other central government funding (e.g., CIP shovel ready funding)	\$ 0	There is no approved central government funding associated with the infrastructure identified in section 1(b)
Other non-government funding	\$ 0	There is no other non-government funding associated with the infrastructure identified in section 1(b)
Sub-total (excluding IAF Funding)	\$ 0	<i>Not applicable</i>
IAF Funding Sought	\$ 271,975,000 <i>[note should equal amount in table 2a above]</i>	<i>Not applicable</i>
Total including IAF Funding	\$ 271,975,000 <i>[note, should equal total cost in tables 2a and 2b above]</i>	<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

There are no funding arrangements in place with central government for any of the infrastructure listed in 2(b)

Business cases are being developed with Waka Kotahi for:

- Improvements to Ward Street as part of the innovating streets programme
- Liverpool Street intersections have been identified in HCC transport units low cost/low risk safety programme.
- Rostrevor Street intersections have been identified in HCC transport units low cost/low risk safety programme.
- All three of these projects are awaiting decisions on NLTP funding. However the funding requests do not contemplate the infrastructure network upgrades that will be required to service the demands of intensification.



(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 non-financial powers of central government are key to the scale and pace of this proposal and would include the assistance with the approvals and consents listed below. We envisage an All of Government support framework and single point of contact for all financial and non-financial decisions and approvals to enable the proposal.

- Call in or fast track for all consents (including consents required for construction activities) and re-zoning process including the provision of water allocation from the Waikato River as a result of changing industrial zoned land to residential zoned land.
- Call in and fast track of any required Heritage authority approvals
- Call in and fast track of any required Department of Conservation approvals included wildlife permits.
- Call in and fast track of all Regional Council consents including water allocation and wastewater discharge consents
- Initiation and establishment of a Specified Development Project in the City Centre and use of Kainga Ora powers to assist with infrastructure; planning and consenting and funding barriers.



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>NA</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>6,200 to 24,800</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.							
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, Whangārei 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).



<p>Eligible Infrastructure Project/s – (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>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.</p>	<p>(a) Confirm the Eligible Infrastructure Project(s) for which funding is sought are wholly or primarily for the purpose of enabling additional dwellings.</p>														
	<p>Response</p>		<p><input checked="" type="checkbox"/></p>												
	<p>Yes</p>		<p><input type="checkbox"/></p>												
	<p>No</p>		<p><input checked="" type="checkbox"/></p>												
<p>(b) State the expected number of additional dwellings to be built (to completion) over each year:</p>															
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036 onwards
No. Dwellings (within each period)	10	100	150	150	150	150	150	150	150	150	150	150	150	150	
<p>(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.</p>															
<p>To estimate the total dwelling capacity enabled through the IAF eligible infrastructure, we can take the total ODP 2017 CBD Zone of 124 Ha, which gives a range between 6,200 and 24,800 dwellings based on the infrastructure supporting yields of between 50 – 200 dwellings per hectare. For the purpose of this EOI 100-150 dwellings per year is assumed within the CBD from 2023 – 2035. This is based on historical consenting trends and developer intentions.</p> <p>We have selected 'NO' in 2a) as the infrastructure will enable both new dwellings and enhance commercial activities. This aligns with the Central City Transformational Plan outcomes and NPS direction to have employment opportunities in proximity to residential accommodation. We want to support mixed inner-city living options with a variety of housing types and affordability levels, alongside a vibrant retail, hospitality and entertainment sector. The strategic infrastructure elements included in the bid form part of the investment required to support yields of between 50 – 200 dwellings per hectare within the CBD area. The strategic elements included in the bid will also service non-residential development.</p>															



Eligibility Criteria	Applicant response						
3. Eligible Costs Funding requested under the Proposal relates to the following costs: (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.	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: (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"> <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"/>						



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>The eligible infrastructure will enable a range of 6,200 to 24,800 houses in the Central City area based on the infrastructure enabling between 50-200 dwellings per hectare, which is material in comparison to Hamilton's total average projected short to medium growth rate of 1,200 houses per year.</p> <p>Housing development within CBD is projected to be approximately 100-150 houses through the full period. This is significant both in relation to other growth areas of the city and as compared to the total anticipated city demand.</p>
1.2	<p>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</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>Based on recent development activity in the CBD, the majority of new dwellings are expected to be high density apartments or walk up terraced homes.</p> <p>(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region)⁴; and</p> <p>As there is no specific development partner associated with this bid, this is difficult to ascertain. However, based on the last 5 years development activity within the CBD, three quarters of dwellings completed have sold for less than \$635,000, with a median selling price of \$560,000</p>

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



Evaluation Criteria – Housing Outcomes 40%		Applicant response						
	<i>particular area. Note that further due diligence will be undertaken to verify statements made above at the RFP Stage.]</i>	<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>As there is no specific development partner associated with this bid, this is difficult to ascertain. However, based on the last 5 years development activity within the CBD, three quarters of dwellings completed have sold for less than \$635,000, with a median selling price of \$560,000</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>Hamilton has one the smallest land areas of any territorial authority, with a drive of just under 16km from the top of Rototuna in the northeast to bottom of Melville in the southwest. As a result, demand tends to be at a citywide level with people easily able to live in any part of the city and commute to another for work, education or recreation.</p> <p>The Future Proof Housing Development Capacity Assessment 2021 (attached) identified the need for an additional 3,500 dwellings in Hamilton (4,200 with a 20% margin applied) by 2023. This expands to 11,900 additional dwellings in the medium term (14,300 with a 20% margin). Particular shortfalls were identified in the lower to mid value bands with this gap projected to expand over time.</p> <p>Hamilton has traditionally been a city of standalone houses and duplex development. In recent years there has been an increased demand for apartment options.</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. via public transport and/or active transport).</p> <table border="1"> <thead> <tr> <th colspan="3">Type of amenity and opportunity (both existing and planned)</th></tr> </thead> <tbody> <tr> <td>(b)</td><td>(i) employment opportunities (i.e., local industry and employment bases);</td><td>The Central City is Hamilton's commercial centre with employment opportunities in everything from hospitality to retail to office based work. There is significant investment already happening in the area to make it a place where people want to live and work.</td></tr> </tbody> </table>	Type of amenity and opportunity (both existing and planned)			(b)	(i) employment opportunities (i.e., local industry and employment bases);	The Central City is Hamilton's commercial centre with employment opportunities in everything from hospitality to retail to office based work. There is significant investment already happening in the area to make it a place where people want to live and work.
Type of amenity and opportunity (both existing and planned)								
(b)	(i) employment opportunities (i.e., local industry and employment bases);	The Central City is Hamilton's commercial centre with employment opportunities in everything from hospitality to retail to office based work. There is significant investment already happening in the area to make it a place where people want to live and work.						



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
		<p>(ii) educational facilities (i.e., local primary schools and secondary schools); and</p> <p>(iii) other amenities (i.e., social amenities such as recreation and cultural facilities and retail and shopping).</p>	<p>The CBD is serviced by two primary schools and two single-sex secondary schools. The primary schools are both within 1km and the furthest secondary is about 2.7km. There are multiple early childhood centres in and around the Central City. Wintec also has a campus in the area.</p> <p>The Central City is a vibrant metropolitan centre with major retail, office, cultural, civic administration and entertainment amenities. The downtown precinct is a high-amenity living and working area with pedestrian and cycle friendly streets, rail/road interface, parks, open spaces, residential buildings, retail and dining facilities. Within 1 Km radius of the Central City are the Waikato River, Centre Place, Victoria on the River, Hamilton Rowing Club, Waikato Museum, Claudelands Events Centre, FMG Stadium, Seddon Park, Museum, Sky City, the Meteor Theatre, ArtPost Galleries, transport centre and St Peter's Cathedral. Other facilities and attractions like Hamilton Gardens, Hamilton Lake, Ruakura Superhub, Waikato Innovation Park, Gallagher Aquatic Centre, Waterworld and Hamilton Zoo are within 6 Km radius.</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 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>Hamilton's Central City, the heart of Hamilton and the Waikato region, supports the city's economy, businesses, and services. It plays a significant role in servicing the wider region. The Central City's unique riverside setting, cultural significance, historic heritage, strong retail and shopping experience, tertiary education and diverse entertainment and nightlife underpin its attractiveness for residents and visitors. Over 1,280 people currently live in the central city, and 20,727 people are employed in it. Wintec also has around 20,000 students enrolled at its Central City campus. The Central City enables high density apartment development through building heights and densities that enable the city to realise as much development capacity as possible. The wider 800m walkable catchment surrounding the Central City is subject to Policy 3(c) of the NPS-UD, and will be enabled for development of at least 6 storeys. This represents a significant increase in the heights and densities enabled in this area, and will result in a large increase in plan enabled capacity through this area.</p>	



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>Waikato-Tainui are significant land owners within the Central City. The infrastructure has the potential to support development of those lands through provision of strategic infrastructure.</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>Discussions with Waikato-Tainui on the potential for housing development opportunities in the Central City are proposed during the RFP phase to explore if they have any appetite to develop high density housing in the Central City.</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>The Hamilton Central Transport Hub is located within the Central City. Residential intensification of the Central City will assist in creating the communities and jobs necessary to support rapid and frequent public transport and walking and cycling transport options so that people have choice and the opportunity to live close to where they work and play.</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> <p>Redevelopment of Angelsea Street Corridor will enable improved stormwater management to be delivered through at source stormwater treatment. Upgraded stormwater reticulation will also support increased peak flow capacity for the broader CBD to avoid potential future flooding issues.</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>No commitments have been provided by developers and other relevant parties.</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>Te Ture Whaimana o te Awa o Waikato is the primary direction setting document for the Waikato River and activities within its catchment affecting the Waikato River. Te Ture Whaimana is unique under the RMA in that it has been</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		<p>incorporated directly into the Waikato Regional Policy Statement (RPS), and the rest of the RPS must be consistent with Te Ture Whaimana; It also prevails over any inconsistent provision in an NPS or the NZCPS. There is no other example nationally of an external planning document that is to be given greater weight and effect through RMA planning processes.</p> <p>The overarching purpose of Te Ture Whaimana is to restore and protect the health and well-being of the Waikato River. The Environment Court has found that, in respect of protecting and restoring the Waikato River, this goes further than avoiding effects, and in particular some element of betterment is intended by Te Ture Whaimana. Improved levels of stormwater treatment and management is proposed to contributed toward achieving Te Ture Whaimana.</p>





Kāinga Ora
Homes and Communities

Evaluation Criteria – Impact of funding 20%		Applicant response
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) Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</p> <p>A step change in land use is being contemplated for the Central City as part of HCC response to the NPS-UD . This step change involves moving from an average of around 16 dwellings per ha or less to between 50 – 200 dwellings per hectare. This scale of change in demand requires a significant and unplanned step change in infrastructure investment to service the growth whilst also meeting new legislative requirements and expectations (e.g transport and environmental). Funding to deliver the infrastructure projects included in this bid will provide key strategic infrastructure to begin to unlock the CBD and broader city centre for high density residential development.</p> <p>(b) Describe how the IAF funding requested is critical to the delivery of that infrastructure.</p> <p>The current LTP does not include funding for the infrastructure required to service this residential intensification. HCC do not currently have the debt capacity to fund the infrastructure required for the CBD.</p> <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> <p>NA</p>



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 rises, prudent borrowing, or use of the IFF framework) have been exhausted.	<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>Rates increases of 9.7% and 8.9% in the first year of the 2018-28 and 2021-31 LTP's respectively.</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>We are unable to unlock the housing development opportunities prevalent throughout the Central City without critical waters and transport infrastructure to support the intensification.</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>The LTP does not provide any funding for the infrastructure in this bid. https://www.hamilton.govt.nz/our-council/10-year-plan/Pa https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf ges/default.aspx</p>

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

⁶ Developer and Māori Applicants should provide the most recent Long Term Plan publicly available, and answer this to the best of their knowledge.





Kāinga Ora
Homes and Communities

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 style="border: 1px solid black; padding: 5px;"> <p>In terms of co-funding principles, HCC has messaged to developers to support and encourage development in the central city. The council has adopted a development contributions policy that provides 100% remissions for new buildings that are 6-storeys or more and 50% remissions for other new development within the central city.</p> </div> <p>(b) the expected quantum of such co-funding; and</p> <div style="border: 1px solid black; padding: 5px;"> <p>\$ NA</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 style="border: 1px solid black; padding: 5px;"> <p>Development agreements, noting that good outcomes are hard to achieve as the engagement is likely to be site by site</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> <p>There are no significant zoning barriers or land use restrictions in the Central City. A plan change is currently in preparation which will enable heights and densities consistent with policy 3(c) of the NPS-UD for the walkable catchment. Some parts of the walkable catchment will contain qualifying matters including but not limited to heritage items. The response to modifying building heights and densities in areas subject to qualifying matters will be considered through the plan change process.</p> <p>(b) Please complete the milestone table below, regarding the Eligible Infrastructure Project(s) only, and not the housing development.</p> <table border="1"> <thead> <tr> <th>Milestone</th> <th>Status</th> <th>✓</th> <th>Expected Date</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Procurement of construction contractors</td> <td>Suitable tender complete</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Tender evaluation in progress</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Request for Tender in the Market</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>About to put out a Request for Tender to the market</td> <td>✓</td> <td>Click or tap to enter a date.</td> <td>Not at this point</td> </tr> <tr> <td rowspan="4">Detailed Design</td> <td>Detailed Design Complete</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Detailed Design Underway</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Detailed Design to commence</td> <td>✓</td> <td>Click or tap to enter a date.</td> <td>Not at this point</td> </tr> <tr> <td>Approved</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> </tbody> </table>			Milestone	Status	✓	Expected Date	Comment	Procurement of construction contractors	Suitable tender complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Tender evaluation in progress	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Request for Tender in the Market	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	About to put out a Request for Tender to the market	✓	Click or tap to enter a date.	Not at this point	Detailed Design	Detailed Design Complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Detailed Design Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Detailed Design to commence	✓	Click or tap to enter a date.	Not at this point	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
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Designations/Consents	Lodged	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	In preparation	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Not at this point
Land Acquired	Yes	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Being negotiated under PWA (please indicate stage below)	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Has not commenced	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Not at this point
Preliminary design and costing	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	None	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Not at this point
Business Case or Investment Case	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	None	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Not at this point
Other approvals	(i.e. Council committee, Waka Kotahi approvals)	<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 style="border: 1px solid black; padding: 5px; margin: 5px 0;">Refer attached developer support letter (pg 8)</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 style="border: 1px solid black; padding: 5px; margin: 5px 0;">No conditions have been specifically indicated to the developers in discussions for development in the Central City, however Council's DC Policy provides significant incentives through remissions for housing in the Central City.</div>
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4.3	Demonstrated alignment between all parties including Territorial Authorities, Regional Councils, mana whenua and developers needed to advance the housing development.	<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="846 443 1742 501" style="border: 1px solid black; padding: 2px;"> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</p> </div> <p>(b) Regional Councils;</p> <div data-bbox="846 555 1742 612" style="border: 1px solid black; padding: 2px;"> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</p> </div> <p>(c) mana whenua;</p> <div data-bbox="846 667 1742 724" style="border: 1px solid black; padding: 2px;"> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</p> </div> <p>(d) developers (to the extent possible); and</p> <div data-bbox="846 778 1742 836" style="border: 1px solid black; padding: 2px;"> <p>Refer to developer support letter (pg 8)</p> </div> <p>(e) any others,</p> <div data-bbox="846 890 1742 948" style="border: 1px solid black; padding: 2px;"> <p>Click or tap here to enter text.</p> </div> <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> <div data-bbox="846 1070 1742 1171" style="border: 1px solid black; padding: 2px;"> <p>Hamilton has a proven track record of delivering the type of infrastructure identified in 1(b) both as Council led infrastructure or developer led infrastructure that Council upsizes. All Council capability is demonstrated through the Housing Infrastructure Fund project entered into in June 2018 for Peacocke - currently on time and on budget despite the impacts of COVID-19.</p> </div> <p>The developer who has provided a letter of support (attached) is experienced and reputable Central City developer with a strong track record.</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: <i>Kāinga Ora understands that many Applicants do not themselves have experience in delivering infrastructure and/or housing developments.</i></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 <i>[insert name, location, number of dwellings]</i>	
Hamilton City Council	Recent (1-2 years) project delivery examples: - Peacocke (Housing Infrastructure Fund) infrastructure- \$290m - Ring Road - \$100m - Rotokauri Transport Hub- \$20m - Ruakura Reservoir \$18m - Western Waste Water Interceptor Duplication- \$20m	
Click or tap here to enter text.	Click or tap here to enter text.	
Click or tap here to enter text.	Click or tap here to enter text.	
Housing development experience		
Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>	
Stark Property Limited	Current developments include: - Hills Village, a mixed-use development located on the edge of the city, which includes 41 high-end residential apartments. The first stage is set to be complete Q1 2022 with 90% of these units already sold. - Tūāpapa development, situated on the corner of Ward and Tristram Streets will see 150 residential units as part of the overall master plan. This project will commence in September 2021 with an estimated	



			completion date of 2024. In addition, Stark holds various CBD development sites with intentions to develop within the next five years. A large proportion of these developments will include high-density residential housing and current projections predict this to include up to 100 residential units being built on these sites each year over the next five years.
		Click or tap here to enter text.	Click or tap here to enter text.
		Click or tap here to enter text.	Click or tap here to enter text.



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CENTRAL CITY

KEY PROJECTS - UNINFLATED IAF BID

Item 9

Attachment 1





Hamilton City Council - IAF EoI - Central City

Future Proof
Te Tau Titoki

Future Proof Implementation Committee
c/o Waikato Regional Council
(Administering Authority)
Private bag 3038
Waikato Mail Centre
Hamilton 3240

13 August 2021

Andrew Mackenzie,
Chief Executive
Kāinga Ora – Homes and Communities

Dear Andrew,

Infrastructure Acceleration Fund Expressions of Interest

The Future Proof Partnership would like to commend the Government for its commitment to increasing the pace and scale of housing delivery through its Infrastructure Acceleration Fund (IAF).

Future Proof Partners are in an ideal position to utilise this fund to support the Government's objectives for improving housing affordability and delivering housing at pace and scale. A number of opportunities exist within the sub-region where IAF funding can be successfully applied in an accelerated timeline to achieve the funds outcomes.

Future Proof's expressions of interest comprise:

Hamilton

1. Ruakura-Enderley/Fairfield
2. Central City
3. Rotokauri Stage 1
4. Rotokauri Stage 2
5. Peacocke South
6. Rototuna North East

Waipā

7. Te Awamutu Growth Cell 11

Waikato District

8. Huntly / Ohinewai
9. Hopuhopu
10. Ngāruawāhia
11. Horotiu.

Each of these applications is consistent with the objectives of the Urban Growth Agenda (UGA), consistent with the Hamilton-Waikato Urban Growth Partnership and consistent with the Future Proof

Growth Strategy, the Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme. These proposals can be delivered in the short-medium term as many are well advanced in terms of planning, and we have a motivated development community who are ready to work with our local authority partners to deliver housing and community spaces within an accelerated timeframe.

Each application represents a co-funding opportunity between central government, local government and the private sector. Details of these commitments are provided in the individual expressions of interest.

Our history of collaborative planning, our track record of delivery, as well as our commitment to enduring partnerships with Iwi, central government, and the private sector should provide the Government with confidence that any successful Future Proof IAF bid will deliver on desired housing outcomes.

Future Proof Partnership

The Future Proof partnership includes the territorial authority areas of Hamilton City Council, Waipā District Council, and Waikato District Council. The Future Proof partnership was set up to consider how the sub-region should develop into the future. The Future Proof partnership includes Iwi, local government, Waka Kotahi, the Waikato District Health Board and central government. The partnership recognises that this collaborative, boundaryless, sub-regional approach is needed to achieve successful growth. The governance of the partnership includes three Cabinet Ministers.

Strategically located at the heart of the upper North Island, with direct transport links to Auckland and Tauranga, our area is the third fastest growing urban centre in New Zealand. With the population of the sub-region projected to increase by 31 percent over the next 30 years, collective planning, and action between government, tāngata whenua, residents and businesses is critical to its integrated development and long-term sub-regional and national prosperity.

The value of Future Proof lies in this partnership approach. Future Proof has access to significant resources across the four local authorities to develop and give effect to the Future Proof Growth Strategy and related initiatives. It provides a vehicle for ongoing collaboration and implementation. It enables joined up thinking across the partnership.

The Future Proof Strategy itself is a 30-year growth management and implementation plan to manage growth in a collaborative way and to address complex planning issues, especially cross-boundary and infrastructure matters. Building on the platform of the previous strategy, it combines the agreed Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme, into a single strategy for the sub-region. The strategy (currently in draft), will also be the first key step in implementing National Policy Statement for Urban Development (NPS-UD) in terms of desired urban form and transport outcomes, and the framework for changes to the Regional Policy Statement and District Plans. The Future Proof partnership has a clear and agreed understanding of the best opportunities for application of the IAF within the sub-region.

Urban Growth Agenda and Future Proof

The spatial planning pillar of the UGA is primarily delivered through Urban Growth Partnerships between the Crown, local government, Iwi and local communities. Under this pillar of work, Future Proof has been the vehicle for development of both the Hamilton-Auckland Corridor Plan and Implementation Programme (H2A Plan) and Hamilton-Waikato Metro Spatial Plan (MSP).

The H2A Plan sets the spatial intent for the Hamilton to Auckland Corridor and the MSP is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.

Like the H2A Plan, the MSP is designed to deliver on the objectives outlined in the UGA; specifically in respect of removing barriers to the supply of land and infrastructure and allowing cities to grow up and out strategically. The MSP sets out how and where the area should grow, develop, and move around long-term to ensure social, economic, and environmental prosperity.

In addition to these plans, we are currently partnering with central government on the development of a comprehensive Programme Business Case to identify a rapid and frequent transport network that will support the urban development objectives of the MSP and are actively collaborating with Kainga Ora on implementing the NPS-UD to support their objectives and improved housing outcomes.

These comprehensive and collaborative planning endeavours across the sub-region provide long-term clarity of direction and ensure that all partners are aligned in their vision for future growth.

The Housing Problem

Through research undertaken by the Future Proof partnership, Waikato Housing Initiative (WHI) and the development of the Hamilton City Housing Strategy; the Future Proof partnership has a good understanding of the housing challenges within the sub-region.

There is a current and pressing need to increase the pace and scale of housing supply particularly to address the issue of affordability and to increase the supply and competitiveness in the residential housing market:

- Over 75% of Hamilton / Waikato / Waipā homeowners spend more than 30% of their income on housing costs¹.
- The largest city in the Future Proof area, Hamilton, is the third least affordable housing market in New Zealand¹.
- In Hamilton / Waikato / Waipā collectively there was a 375% increase in demand on the social housing register from December 2017 to December 2019¹.
- The existing supply of developable ready greenfield land in Hamilton is held by a handful of large developers, increasing the risk of land banking and increasing the price of this land.
- Future developable land is projected on the basis that planned infrastructure is funded and will be delivered.

Looking forward, the Future Proof Housing Development Capacity assessment (NPS-UD HBA)² identifies that the Future Proof sub-region is not likely to have any projected shortfalls in housing capacity over the next 30 years. However, this is contingent on the timely provision of infrastructure in line with assumptions underpinning the HBA. If there are delays in the provision of infrastructure this will impact on our ability to provide sufficient development capacity.

Whilst there is no shortage of development capacity, the NPS-UD HBA identifies a significant misalignment between what the market will deliver and the levels of demand for more affordable homes, for a range of housing tenures, and for greater variety in housing types. There is a pressing need to deliver more affordable homes.

¹ https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Case-for-Change_reduced.pdf

² <https://futureproof.org.nz/assets/FutureProof/Documents/HBA-OPEN-Attachment-1-Future-Proof-Housing-Development-Capacity-Assessment-2021-Final.pdf>

Funding

Future Proof and its partners are committed and ideally placed to support the development of housing at pace and scale, however the partner councils are significantly constrained by their ability to fund infrastructure to service this growth.

Without timely infrastructure delivery, current and future communities suffer. This can manifest as less affordable housing, lost productivity opportunities, increased congestion and transport cost, crowded civic infrastructure, and negative environmental impacts. While the problem is more complex than infrastructure alone, we are seeing many of these effects today.

Significant additional funding, through the IAF, will enable the sub-region to deliver infrastructure solutions that will increase the pace and scale of housing supply; and importantly assist in building quality, liveable and affordable communities.

Future Funding and policy to support housing supply and affordability

Whilst Future Proof is strongly supportive of the Governments creation of the IAF and looks forward to continuing to partner in these projects, we believe this fund is only part of the long-term solution to infrastructure funding challenges. Enduring and coordinated funding streams are critical to ensuring urban development achieves the outcomes sought by Government.

Current collaboration through the Urban Growth Partnership, and initiatives like the Housing Infrastructure Fund deployed in Hamilton's Peacocke growth cell and the Housing Acceleration Fund (and IAF) help, but in order to provide the desired long-term success a funding pipeline is needed to ensure a sustainable, enduring, and aligned commitment to deliver housing and successful urban environments.

On behalf of Future Proof, thank you for your consideration of these enclosed Expressions of Interest.

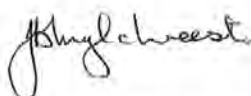
Yours sincerely



Bill Wasley
Independent Chair
Future Proof



Paula Southgate
Mayor of Hamilton

Jim Mylchreest
Mayor of Waipa




Allan Sanson
Mayor of Waikato



IAF Capital Cost Inflation Assumptions

Important note: Detailed breakdowns in the Expressions of Interest document **do not represent the requested IAF funding and are in uninflated 2021 NZ dollars**. HCC's requested IAF funding is the inflated figures set out in this note.

1.0 Total IAF funding sought for Centre City

(per Part A of the EoI response form)

Part A 4. IAF Funding sought (inflated): \$331,576,376

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2031 - onward
Amount (\$'000)	\$-	40,672	38,451	60,498	122,418	31,425	24,666	6,270	1,404	5,773	0

2.0 Summary

This note summarises recent trends and potential future influences on construction costs and sets out inflation rates used for Infrastructure Acceleration Fund (IAF) infrastructure cost forecasting.

The final IAF funding amount needs to allow for an appropriate level of inflation. HCC's IAF inflated costs are based on the current HCC 2021-31 LTP rates of 2.8% - 3.3% forecast by BERL plus an escalation allowance of approximately 1.5% annually over the first five years for increased input costs, reduced efficiencies from supply chain disruption and expected construction market resource shortages.

The inflated costs therefore allow for 4.5% inflation annually over five years to 2025/26. The increase over the current HCC 2021-31 LTP rates forecast by BERL accumulates an additional 8-10%.

These assumptions are for the purposes of compiling Expressions of Interest to the IAF only, have not been adopted by Elected Members and do not represent an official HCC view on inflation.

3.0 Background

Business and Economic Research Ltd (BERL) were contracted on behalf of the local government sector to provide inflation forecasts for the period of HCC's 2021-2031 LTP. The capital expenditure inflation forecast has included a higher inflation rate in its budget, based on BERL's faster rebuild scenario. This recognised the higher costs associated with expected high demand for contractors.

Waka Kotahi typically assumes 3% escalation. Waka Kotahi publishes cost fluctuation indices to facilitate contract price adjustment. Construction inflation appears to trend higher than CPI.

The June 2021 annual inflation rate was 3.3% (StatsNZ). The Reserve Bank of New Zealand expect more persistent consumer price inflation pressure to build over time due to rising domestic capacity pressures and growing labour shortages

The Waka Kotahi construction index¹ show an increase of around 3.5% over nine months from June 2020 (mid Covid) to March 2021 (latest), which is higher than the BERL forecast of 3.3% for 21/22.

The Waikato River Bridge (currently under construction in Peacocke) included cost fluctuation because of its duration and to ensure that tender prices were not inflated to allow for risks such as associated with Covid outside of contractors' control. The weightings used for the bridge contract fluctuation calculation are similar to the Waka Kotahi weightings for construction excluding structures and have resulted in cost fluctuation

¹ <https://www.nzta.govt.nz/resources/procurement-manual/procurement-tools/>

payment to date of around 3.5% over the first year. The average over the previous five years was around 1.5%.

Price increases are one factor reflecting the increase in demand and supply being disrupted or slow to catch up. Other factors likely to have an effect but slower to feature will be legislated increases in minimum wages and holiday allowances, skill shortages affecting labour costs and higher time-risk pricing to allow for supply chain disruption.

Other observations based on industry knowledge or anecdotal discussions with contractors and include:

- WEL Networks lead time for high voltage cable supply jumped from around 6 – 17 weeks, resulting in reprogramming and temporary diversions. On top of already long utility design lead times because of pressure on existing utility staff, this means changes are very high risk.
- High demand for sheet piles necessary for deep trenching and excavations leading to potential delays (not realised) but higher temporary works costs.
- A supply chain investigation² by Waka Kotahi indicated that aggregate materials were most at risk with concerns raised about the capacity of quarries. Recent data for construction aggregates shows a 5% increase in aggregate costs from last year.
- A shortage of timber piles has meant lead times around 16 weeks or more compared to two to four weeks previously. Depending on whether the delay is assessed as being foreseeable this could mean significant costs in claims or workaround solutions/substitutes.
- N4 tenderers' electrical suppliers had suppliers refusing to hold prices for copper wire for more than seven days.

4.0 Approach taken for this Expression of Interest

To allow inflation of 4.5% annually for five years of the IAF inflated estimates (approximately 1.5% over BERL forecasts) as summarised below (June year ending):

Table 1: IAF Capital Inflation Rates compared to HCC 2021-31 Inflation Rates³

Year (FY)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2021-31 LTP Capital Inflation	3.3%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%	3.0%	2.8%
LTP Cumulative	3.3%	6.4%	9.6%	12.9%	16.3%	19.5%	23.1%	26.8%	30.6%	34.3%
IAF Capital Inflation	4.8%	4.5%	4.5%	4.5%	4.5%	2.8%	3.0%	3.0%	3.0%	2.8%
IAF Cumulative	4.8%	9.5%	14.4%	19.6%	25.0%	28.5%	32.3%	36.3%	40.4%	44.3%
Cumulative Increase over LTP	1.5%	3.1%	4.9%	6.7%	8.7%	9.0%	9.2%	9.5%	9.8%	10.1%

² <https://www.nzta.govt.nz/assets/resources/supply-chain-survey-findings-report/waka-kotahi-supply-chain-survey-findings-report-abridged-version-202004.pdf>

³ <https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf> page 96, 97

IAF funding request summary- Central City

Year	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
LTP Year	1	2	3	4	5	6	7	8	9	10	TOTAL
WATER	\$ -	\$ 20,535,632	\$ 7,333,908	\$ 35,672,184	\$ 58,718,276	\$ 2,840,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	\$ 128,600,000
2nd Ruakwai 40ML Reservoir & Booster Pump Station	\$ -	\$ 12,271,248	\$ 3,067,812	\$ 21,753,576	\$ 32,630,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,723,000
2nd Maeroa 18ML Reservoir & Booster Pump Station	\$ -	\$ 6,504,384	\$ 1,626,096	\$ 10,298,608	\$ 15,447,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,877,000
Ruakwai & Angelsea Street Spine Mains	\$ -	\$ 1,760,000	\$ 2,640,000	\$ 3,120,000	\$ 10,140,000	\$ 2,340,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000
Local Network Upsizing	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	\$ 5,000,000
WASTEWATER	\$ -	\$ 1,600,000	\$ 3,760,000	\$ 5,740,000	\$ 13,620,000	\$ 11,740,000	\$ 2,540,000	\$ 500,000	\$ 500,000	\$ 2,000,000	\$ 42,000,000
Trunk wastewater pipeline (675mm - 900mm) along Angelsea	\$ -	\$ 1,600,000	\$ 2,400,000	\$ 3,200,000	\$ 10,400,000	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000
New Lift Pump Station at Railway (300 lps)	\$ -	\$ -	\$ 560,000	\$ 840,000	\$ 1,120,000	\$ 3,640,000	\$ 840,000	\$ -	\$ -	\$ -	\$ 7,000,000
New SML Bulk Storage	\$ -	\$ -	\$ 800,000	\$ 1,200,000	\$ 1,600,000	\$ 5,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 10,000,000
Local Network Upsizing	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	\$ 5,000,000
STORMWATER	\$ -	\$ 400,000	\$ 600,000	\$ 3,200,000	\$ 6,200,000	\$ 5,400,000	\$ 15,600,000	\$ 3,600,000	\$ -	\$ -	\$ 35,000,000
On-carriageway stormwater treatment along Angelsea Street	\$ -	\$ 400,000	\$ 600,000	\$ 800,000	\$ 2,600,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Stormwater pipelines to River	\$ -	\$ -	\$ -	\$ 2,400,000	\$ 3,600,000	\$ 4,800,000	\$ 15,600,000	\$ 3,600,000	\$ -	\$ -	\$ 30,000,000
Erosion Protection & Watercourse Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSPORT	\$ -	\$ 14,602,500	\$ 21,903,750	\$ 5,973,750	\$ 19,414,688	\$ 4,480,313	\$ -	\$ -	\$ -	\$ -	\$ 66,375,000
Upgrade Angelsea Street from Bridge Street to Mill Street	\$ -	\$ 14,602,500	\$ 21,903,750	\$ 5,973,750	\$ 19,414,688	\$ 4,480,313	\$ -	\$ -	\$ -	\$ -	\$ 66,375,000
GRAND TOTAL	\$ -	\$ 37,138,132	\$ 33,597,658	\$ 50,585,934	\$ 97,952,964	\$ 24,460,313	\$ 18,640,000	\$ 4,600,000	\$ 1,000,000	\$ 4,000,000	\$ 271,975,000
Key											
Design											
Build											

EOI Response Form Part A 4. and 5. INFLATED. Refer to attachment 4. for inflation assumptions

Central City (Inflated) refer attachment 4.	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
IAF Funding Sought	\$ -	\$ 40,672,197	\$ 38,450,578	\$ 60,497,848	\$ 122,417,646	\$ 31,425,454	\$ 24,666,225	\$ 6,269,773	\$ 1,403,884	\$ 5,772,771	\$ 331,576,376

IAF - Housing capacity and uptake by developer or area - Centre City

Developer / area	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2036+	Total houses built	Total capacity
ODP 2017 CBD Zone (124 ha)	10	100	150	150	150	150	150	150	150	150	150	150	150	150		1,910	6,200 to 24,800



www.starkproperty.co.nz
info@starkproperty.co.nz

13 August 2021

Panama Square
14 Garden Place,
Hamilton 3240

To whom it may concern,

Stark Property is a commercial and residential property company based in Hamilton. We are passionate about sustainable revitalisation of the Hamilton CBD. Fostering a sense of community, working together and building meaningful relationships is at the heart of everything we do. We care about our tenants and their business progression, which is why we allow flexibility and adaptability to facilitate business growth. We want Hamilton city to come of age – becoming a city that has a strong identity and is a place where Hamiltonians are proud to live.

Our current developments include Hills Village, a mixed-use development located on the edge of the city, which includes 41 high-end residential apartments. The first stage is set to be complete Q1 2022 with 90% of these units sold.

Our Tūāpapa development, situated on the corner of Ward and Tristram Streets will see 150 residential units as part of the overall master plan. This project will commence in September 2021 with an estimated completion date of 2024.

In addition, we hold various CBD development sites where we intend on developing within the next five years. Our intention is for a large proportion of these developments to include high-density residential housing and current projections predict this to include up to 100 residential units being built on these sites each year over the next five years.

We wholeheartedly support Hamilton City Council in submitting an EOI for enabling infrastructure funding in the CBD.

Please do not hesitate to contact me if you require further information.

Yours sincerely,

Stark Property Limited

A handwritten signature in black ink, appearing to read "Matt Stark".

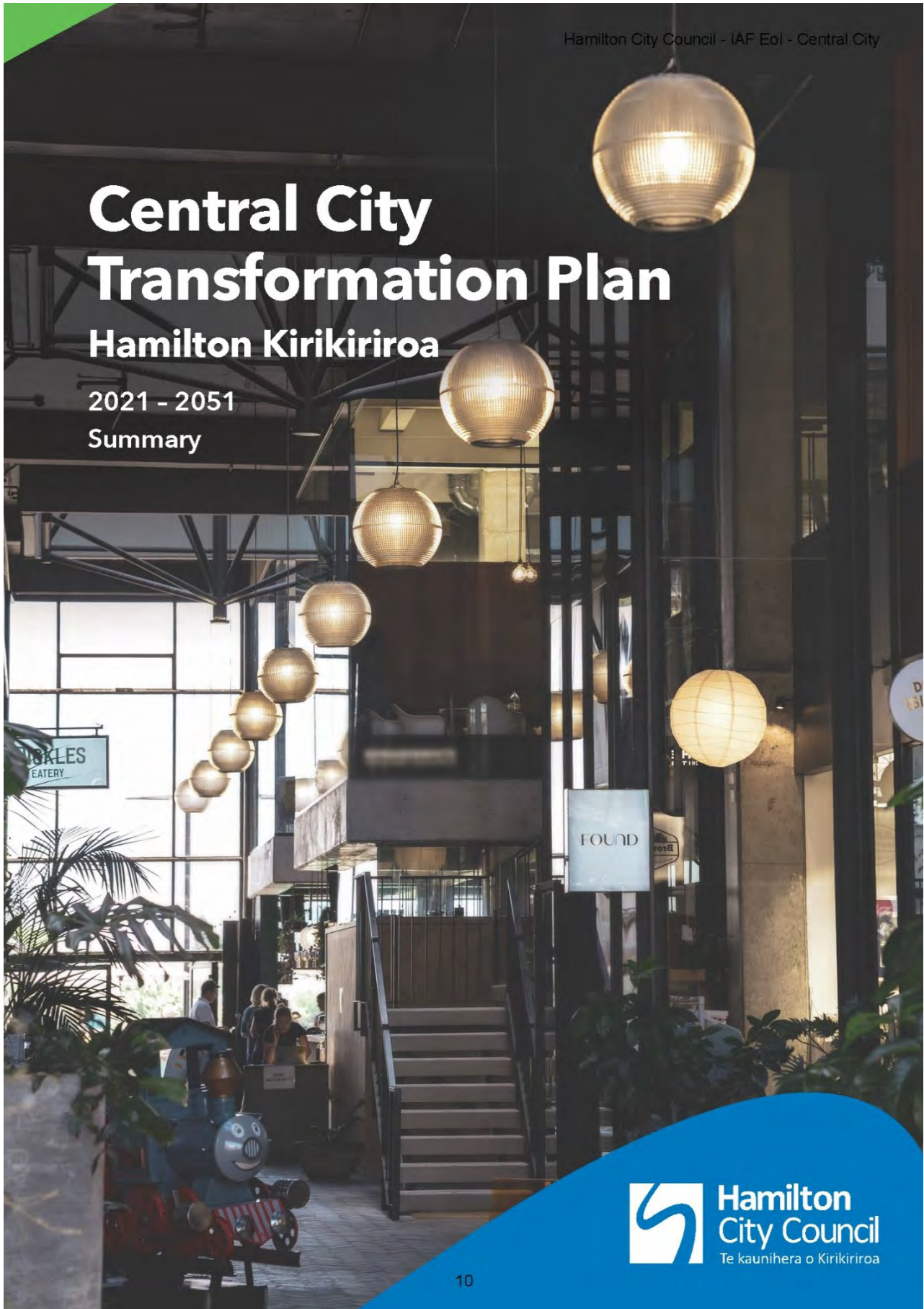
Matt Stark
Director

M. 021 718 563
E. matt@starkproperty.co.nz

Panama Square, Ground Floor
14 Garden Place, Hamilton 3204

Acronym Glossary

Acronym	Meaning	Reference
ARI	Average Recurrence Interval (rainfall)	
CBD	Hamilton's Central Business District	
CIP	Crown Infrastructure Partners	
DBC	Detailed business case	R1-29
DC	Development Contributions	
HASHA	Housing Accord Special Housing Area	R2-4
HBA	Housing Development Capacity Assessment (for NPS-UD)	R1-19
HCC	Hamilton City Council	
HIF	Housing Infrastructure Fund	PS4
IAF	Infrastructure Acceleration Fund	
ICMP	Integrated Catchment Management Plan	PS18, R-16
IFF	Infrastructure Funding and Finance Act	
LTP	Long-Term Plan	
MADE	Rotokauri North Holdings Ltd	
MOU	Memorandum of Understanding	
MSP	Hamilton-Waikato Metro Spatial Plan	
NPS-FW	National Policy Statement on Urban Development	
NPS-UD	National Policy Statement on Urban Development	
ODP	Operational District Plan	CC14
PDA	Private Developer Agreement	R2-4
RDL	Rotokauri Development Limited	
RPS	Waikato Regional Policy Statement	CC20
RTLTP	(funding)	CC10; R1-29
TGH	Tainui Group Holdings	
TIO	(NZTA?)	PS8
WINTEC	Waikato Institute of Technology	



Hamilton City Council - IAF EoI - Central City

Central City Transformation Plan

Hamilton Kirikiriroa

2021 - 2051

Summary



**Hamilton
City Council**
Te kaunihera o Kirikiriroa



Hamilton City Council - IAF EoI - Central City

Item 9

Attachment 1

Shaping a central city where people love to be

We want our central city to be the beating heart of Hamilton Kirikiriroa which always has something going on for our diverse communities to come together and enjoy. The Central City Transformation Plan (CCTP) highlights all of the work we're planning to do over the next 30 years to make this goal a reality.

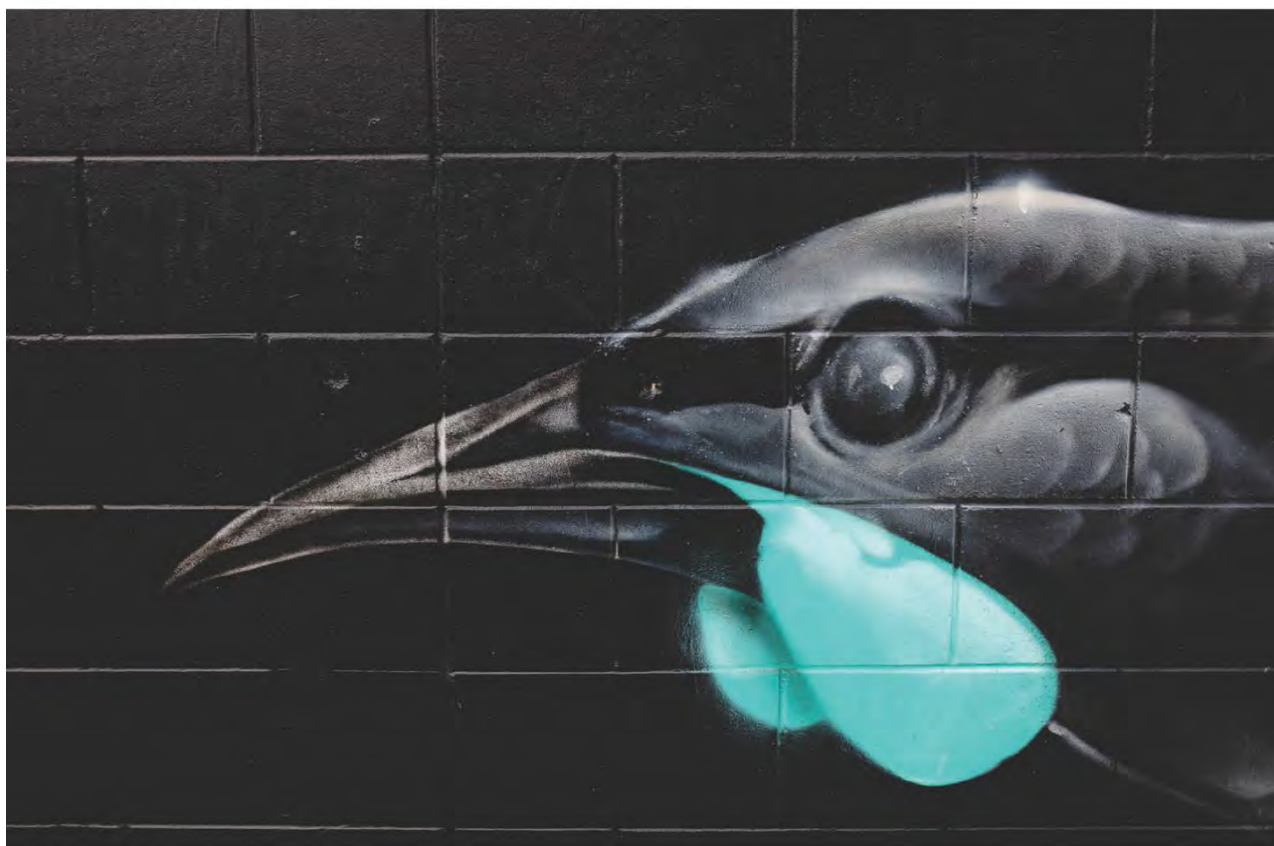
We're investing in our central city, opening it up to the Waikato River, encouraging people to live and work here and making it easy to access and move around in. We are delivering Council's vision of shaping a central city where people love to be.

We have to say, our future looks very exciting!

What's new?

The last CCTP, created in 2015, included key projects such as Victoria on the River, which helped transform the central city into a vibrant and prosperous hub. Over the last six years the central city has changed, our revised CCTP responds to those changes.

Residential populations are on the rise, and significant investment has gone into infrastructure and development projects. The CCTP 2021 refocuses and refines our previous work, and establishes a new vision and outcomes to successfully guide the transformation of our central city.



The outcomes

With all of this in mind, the CCTP 2021 aspires towards seven place-shaping outcomes:



Hamilton Kirikiriroa

Drawing on contemporary Maaori culture, built heritage and existing character to shape the future of the central city, telling the story of Hamilton Kirikiriroa through the design and development of the urban environment.



A place to call home

Encouraging and enabling residential growth in the central city, ensuring high-density living and safety is integrated with the urban realm that supports the activation of the central city across the day and night.



A playful city

Re-imagining Hamilton through the lens of play, creating spaces that are inviting, vibrant, lively and increase opportunities for social interaction and foster inclusivity within communities.



A home for diversity

Ensuring Hamilton central city is accessible and engaging to all, welcoming and providing for all people.



A well-connected central city

Improving access and mobility within and to Hamilton central city and fringe suburbs, encouraging the use of active and public transport and shifting away from private vehicle dominance.



Blue-green central city

Enhancing and increasing quality of and access to Hamilton central city's blue-green network, enhancing resilience, ecology and biodiversity and improving the health and wellbeing of residents.



Prosperous economy

Providing spaces, support and facilities to attract and meet the needs of employers to enable the central city to be an ideal location to establish, grow or relocate a business.





Hamilton Kirikiriroa

We want to build a central city that represents our people and our places. Through close partnership with tangata whenua of Hamilton Kirikiriroa, we will shape our identity by looking to the past, drawing on Maatauranga Maaori, enhancing built heritage, and Hamilton's existing character.

We're working towards having a visible Maaori culture, engaging spaces that encourage people to get out and about, and a city that treasures and values our existing heritage buildings.





How we’re going to achieve this...

Te Reo Maaori will be seen, heard and celebrated within the central city, with Maaori design principles at the heart of the design and development of public spaces, celebration and enhancement of our built heritage, and by building mana-enhancing partnerships.

What we’ll focus on

Short-term (0-5 years)	>	Medium-term (5-10 years)	>>	Long-term (10+ years)	>>>
<ul style="list-style-type: none">• Regular engagement with tangata whenua.• Identification of sites of significance within the central city.• Nature in the City Strategy and indigenous planting guidelines.• Stage one of the city-wide cultural trail.• Celebration of local Maaori history/stories and archaeological sites.• Create Maaori design principles for Matauranga Maaori.		<ul style="list-style-type: none">• Work with tangata whenua to create a forum for Maaori design and review.• Celebrate and enhance our built heritage including the Victoria Heritage Precinct and heritage buildings.		<ul style="list-style-type: none">• Stage two of the city-wide cultural trail.• Water sensitive urban design and native planting upgrades to streets.• Ongoing kaitiaki for the river, streets and open spaces.• Formal process and systems alongside tangata whenua for co-designing with Maaori.	



A place to call home

We want to increase the number of people living in the central city and provide great places and services (close by) to support them. We want to support mixed inner-city living options with a variety of housing types and affordability levels, alongside a vibrant retail, hospitality, and entertainment sector.

We're planning on enabling welcoming and safe neighbourhoods that will help transform the city centre in to a hive of activity (day and night).





How we’re going to achieve this...

We’re going to open up the city with new developments. We’ll create safe spaces to meet the needs of residents and improve connections between areas.

What we’ll focus on

Short-term
(0-5 years)



Medium-term
(5-10 years)



Long-term
(10+ years)



- Implement recommendations from the NPS-UD (National Policy Statement on Urban Development).
- Urban design and planning guidelines.
- Create a Central City Parking Management Plan.
- Space activation and placemaking project trials.
- Refresh Access Hamilton.
- Improve walking and biking connections to and across the River.

- Master planning and precinct planning for identified mixed-use and residential precincts.
- Identify infrastructure requirements for supporting increased housing and desired residential density.

- Policy which enables zero carbon precinct planning in residential neighbourhoods within the central city.



A playful city

We want a central city that provides plenty of safe and accessible spaces for recreational play. We think that the opportunity to go out and get active should be easy and enjoyable.

We're working to shape a central city with active communities – where people of all ages can better their health and wellbeing through physical activity and build social connections by interacting with others. We also want to get our streets buzzing and support businesses by getting people gathering for play in public spaces.





How we’re going to achieve this...

We will invest in our public spaces (parks, streets, facilities and public spaces), work with developers to include play in their designs, change the way we plan our roads (to make them safer and more pedestrian friendly) and increase the number of free/low-cost opportunities there are to get active.

Imagine a central city where play is integrated everywhere you go – not just limited to parks and playgrounds!

What we’ll focus on

Short-term (0-5 years)	Medium-term (5-10 years)	Long-term (10+ years)
<ul style="list-style-type: none">• Guidance for implementing play into urban streets and spaces.• Prioritise play projects in the central city.• Stage one of the central city play trail.	<ul style="list-style-type: none">• Stage two of the central city play trail.• Enhance play and recreation connections to and along the river.• World class play project in the central city.	<ul style="list-style-type: none">• Play and recreation projects in open spaces.• Encourage and enable temporary activation for play opportunities.• Expand play trail outside the central city and connect to surroundings.• Partner with schools and communities for opportunities for play and recreational events and programmes.• Coordinate play with relevant slow streets and open spaces around the central city.• Aligning closely with Public Art and Art Strategy.

A home for diversity

We want our central city to be a place where everyone feels welcome (visitors included).

We want to celebrate the identity we already have through our cultural presence and continue to bring diversity to our city. We're building a central city that is creative, engaging, inclusive, and accessible for all cultures.





How we’re going to achieve this...

We’re putting our people at the centre of our work — considering all ages, abilities and cultures in everything we do. We’ll be working to provide plenty of safe spaces across the central city and want each and every one to capture the energy of our creative arts scene.

What we’ll focus on

Short-term (0-5 years)	>	Medium-term (5-10 years)	>>	Long-term (10+ years)	>>>
<ul style="list-style-type: none">Guidelines for universal access specific to the central city area.More central city events that celebrate diversity throughout the year.Platform to engage with artists from Hamilton and the wider Waikato region to include and showcase art and culture in central city.Invest in public spaces and street upgrades to accomodate needs for all people.Improve walking and biking connections to and across the central city for all people.		<ul style="list-style-type: none">Upgrade and create more opportunities for safer lane ways for all users.Co-design future public spaces with the community.Fund and implement art and design projects both permanent and temporary in the public realm.Support and maintain ongoing events that celebrate diversity.		<ul style="list-style-type: none">Identify locations for iconic features to create places of destinations and activities.	



A well-connected central city

We want our central city to be easy to get around. We want to have a range of travel options that are safe, comfortable, convenient, sustainable and connect the central city to surrounding suburbs.

We want to improve access and connections to enhance employment, educational, and recreational opportunities and want to encourage the use of public transport.

We want to create a responsive and reliable transport network that is efficient and easy to use.





How we’re going to achieve this...

We’re going to continue investing in our public transport and walking, cycle/scooter pathways, better manage our parking within the central city, reduce road speeds in busy pedestrian areas and create places for people to gather and socialise.

What we’ll focus on

Short-term (0-5 years)	➤	Medium-term (5-10 years)	➤➤	Long-term (10+ years)	➤➤➤
<ul style="list-style-type: none">• Identify potential conflict on key streets informed by the Hamilton Mode Shift Plan and Access Hamilton.• Manage parking on central city streets (in alignment with updated Central City Parking Management Plan).• Improve walking and biking access across the river to fringe neighbourhoods and surrounding suburbs.• Improve walkability to and from the central city.• Develop a Biking and Micro-Mobility Business Case.• Improve wayfinding and signage to key locations.• Identify and resolve barriers to access the river edge shared path.• Encourage travel plan use by businesses in the central city.• Implement 30km/h or lower speed zones in central city.		<ul style="list-style-type: none">• Expand Victoria Street public realm and pedestrian priority north to Boundary Road.• Implement Green Streets through restricting vehicle speeds and access.		<ul style="list-style-type: none">• Explore viability of a central city station as transport interchange as a transit-oriented development.• Expand walking and biking and public transport network (NZ Road Safety Strategy).• Zero emissions zone for the central city.• Electric-vehicle charging stations throughout central city.• Expand shared mobility and end-of-destination options.	



A blue-green central city

We live in a beautiful city and want to make it an even more beautiful one – one with plenty of greenery and free flowing water systems in our central city. We want to enhance Hamiltonians overall health and wellbeing and care for the environment through our surroundings.

We're working to bring nature front and centre in the city. By creating central blue and green spaces (parks, open spaces, rooftop gardens, rainwater collection ponds etc). We want to not only provide amenities for residents – but improve water quality, support biodiversity and promote sustainable lifestyles.



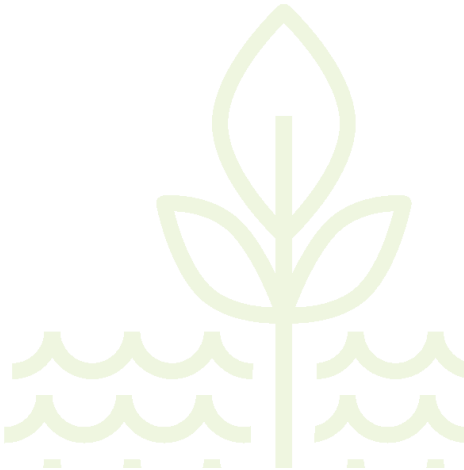


How we’re going to achieve this...

We’re going to improve (and make new) connections between the city and the Waikato River, create a network of spaces for everyone to use, design spaces around the natural environment, and review how we manage waste.

What we’ll focus on

Short-term (0-5 years)	>	Medium-term (5-10 years)	>>	Long-term (10+ years)	>>>
<ul style="list-style-type: none">• Green masterplan and Urban Tree Strategy.• Tree planting initiatives to increase canopy coverage.• A strategy for collecting, retaining and filtering water in the central city.• Water sensitive urban design and greening initiatives.• Guidelines for water sensitive urban design.• Open space targets.• Initiative programme of native vegetation cover.		<ul style="list-style-type: none">• Programme of monitoring water quality and biodiversity for central city stormwater outlets.• Network of green streets which function as both movement and place.• Design and create new open spaces to meet targets recommended by the World Health Organisation.• Retrofit existing green spaces to improve biodiversity and enhance natural systems.		<ul style="list-style-type: none">• Expand water sensitive urban design and biodiversity programme along river edge.• Riverbank revegetation to address slope stability.• New developments to capture, clean and reuse greywater.	



Prosperous economy

We want to keep driving economic growth and build our central city to be a real hub for employment and commercial opportunities.

We also want to focus on supporting the growing Maaori economy and design a central city that truly reflects our values and culture.

We're working to shape a vibrant space in the heart of the Waikato that just keeps on growing!





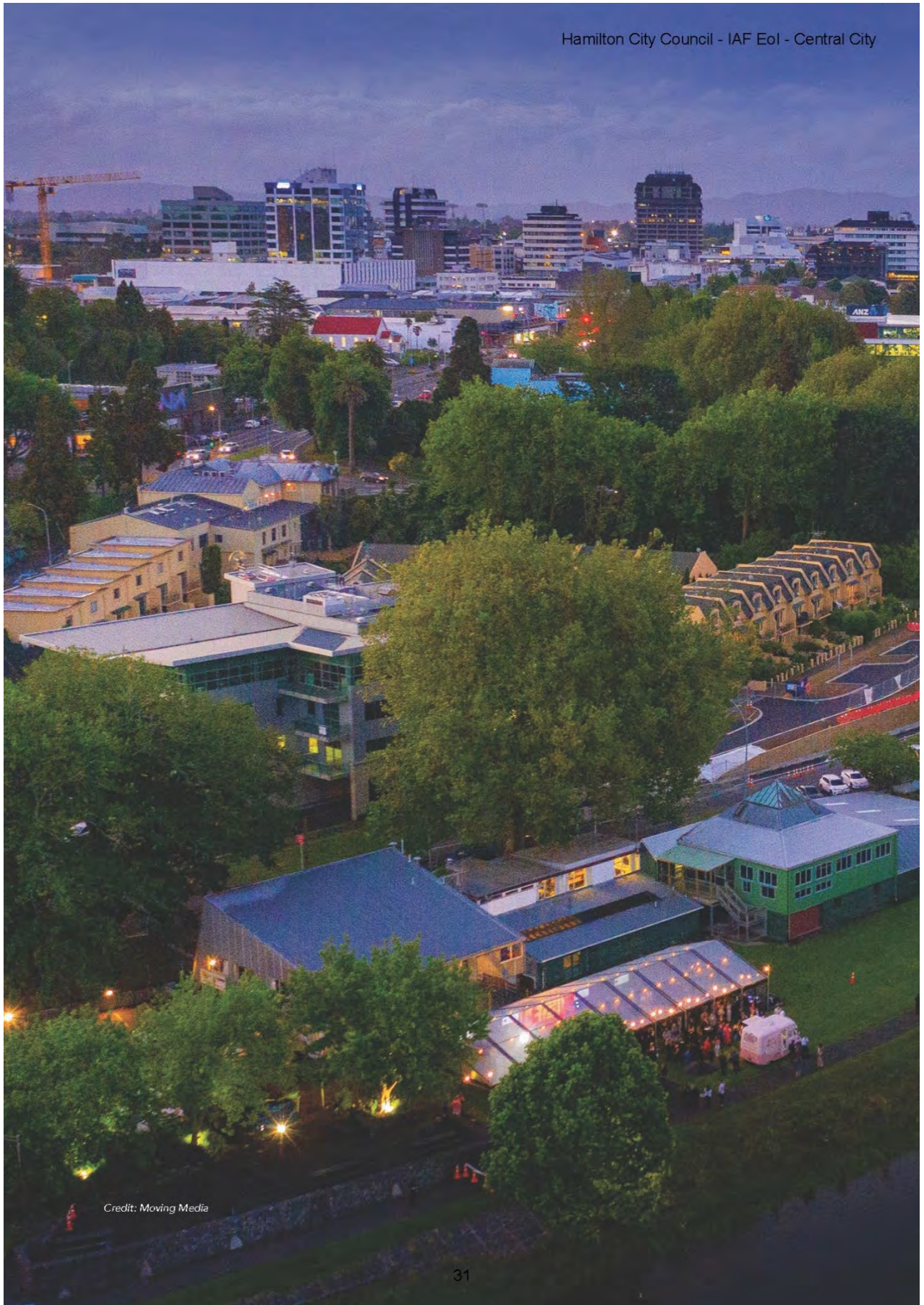
How we’re going to achieve this...

We’re going to design streets and public spaces to support connectivity, community activity and commercial growth. We’ll also enable greater building heights in the District Plan.

What we’ll focus on

Short-term (0-5 years)	>	Medium-term (5-10 years)	>>	Long-term (10+ years)	>>>
<ul style="list-style-type: none">• Commercial frontage guidance.• Prioritise new commercial development within central city area.• Enable up to six storey and higher in the District Plan central city zone.• Plan for and use our roads and streets in a way that enhances the movement and access of people, freight and goods around the central city.		<ul style="list-style-type: none">• Incentivise private investment into key street and public realm upgrades.• Support a growing night time economy.• Policy that prioritises commercial and retail development within the central city.• Enhance visibility of the Maaori economy through increased products, service offerings and employment.		<ul style="list-style-type: none">• Consistent building frontage through design guidelines.• Capitalise on transport investment.	





Item 9

Attachment 1

Hamilton City Council - IAF EoI - Central City

For more information

Hamilton City Council uses double vowels in te reo Maaori to represent a long vowel sound as it's the preference of Waikato-Tainui.




hamilton.govt.nz/CCTP

For more information and to read the full plan visit:
hamilton.govt.nz/CCTP

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @hamiltoncitycouncil

 07 838 6699

hamilton.govt.nz



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	See "Ruakura-Enderley-Fairfield – Hamilton attachments" for all attachments. Page references below: Ruakura, Enderley and Fairfield map- transport and water (Map 1) Ruakura, Enderley and Fairfield map- wastewater and stormwater (Map 2)



	Futureproof mayors cover letter (pg 1) Capital cost inflation assumptions (pg 5) Acronyms glossary (pg 20)
Part C Eligibility Criteria 2: Eligible Infrastructure Project/s – dwellings enabled and timeframes question (c)	Yield and IAF funding sought tables (pg 7)
Part C Evaluation Criteria: 4.3	Fairfield-Enderley Urban Development Project Plan (pg 10)

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: Hamilton City 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	Greg Carstens Unit Manager Growth Funding & Analytics DDI: (07) 959 9064 Email: greg.carstens@hcc.govt.nz

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)]

Tainui Group Holdings and Kāinga Ora Homes and Communities, as part of the Fairfield-Enderley Urban Development Partnership

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

Name:	Ruakura (Greenfields) Fairfield-Enderley Urban Development (Brownfields)	
Location (suburb and city):	Ruakura, Enderley and Fairfield	
Territorial Authority region:	Hamilton City	
Brownfield / Greenfield: [note, if the housing development is a mix or if the category is unclear, choose the type which best describes the housing development].	Category	✓
	Greenfields OR	✓
	Brownfields	✓

4. IAF Funding sought: \$ 558,590,796

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031 – onward \$
Amount (\$)	\$0	\$140,474,992	\$165,529,962	\$80,550,310	\$68,304,310	\$25,720,662	\$25,720,662	\$17,429,966	\$17,429,966	\$17,429,966





1. Please describe:

(a) the housing development and associated housing outcomes;



Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$665,441,651. Refer to Capital Cost Inflation Assumptions attachment (pg 5).

This expression of interest combines Tainui Group Holdings' (TGH) greenfield Ruakura development with the significant brownfield intensification opportunities enabled by the National Policy Statement – Urban Development (NPS-UD) across the adjacent Fairfield and Enderley communities. They have been combined because the proposals are complementary and adjacent to each other, but equally they could be treated as separate bids. If this is to be the case the infrastructure assignment referred to in this bid would need to be verified.

The combined bid will support over 6,000 dwellings which would be one of Hamilton's largest growth areas. A lot of the development costs arise from meeting stormwater challenges in the Fairfield/Enderley brownfield area which was developed many years ago to a low level of service relating to flood risk and water quality reaching the Waikato River. The stormwater bid funding includes purchasing a lot of land to develop modern stormwater solutions and further engagement is required with both Kāinga Ora and other experts to determine consentable solutions.

Ruakura is one of Hamilton's largest greenfield growth cells, with a masterplan vision that will deliver 4,500 dwellings over three stages of development. It contains the greatest diversity of land uses of any greenfield growth cell in Hamilton and is identified through the Hamilton Urban Growth Strategy and as a Priority Development Area (PDA) in the Hamilton Waikato Metropolitan Spatial Plan (MSP). Ruakura is one of the most important localities in the MSP and is in the Central Corridor (Frankton-Central City-Hospital-University-Ruakura) and Economic Corridor (Central City-Te Rapa-Horotiu) priority areas. It is the focus of multiple Central Government and local government organisations within the Future Proof Partnership to determine what innovative tools, and alternative planning processes can be utilised to see the MSP vision for Ruakura come to fruition.

Kāinga Ora owns approximately 800 homes across Fairfield and Enderley, most of which are older houses, on large sites that do not meet the area's demand profile. We are targeting an increase of 1200-1700 Kāinga Ora-owned homes across the public and affordable housing continuum.

Situated less than 3km from the Central City, much of the brownfield development area is within a 400m walkable catchment to frequent bus services and will benefit from significant planned investment from Council and Waka Kotahi through the Eastern Pathways programme, which will provide a safer environment for cycling and walking and improve the priority of public transport to educational facilities in the area. Given its close proximity to the Ruakura PDA, with its 490ha Superhub precinct anchored by a 30ha inland port providing employment and economic development opportunities, Fairfield and Enderley offer a fantastic opportunity to reimagine brownfield and infill developments at scale, increasing community connectedness and improving the wellbeing of some of the most vulnerable communities in Aotearoa.

The development area is bordered by Five Cross Roads to the South and Chartwell to the North, both of which are areas of high accessibility and under the NPS-UD Intensification policy. Work is currently underway by Council to develop an appropriate zoning response commensurate with the demand and accessibility of these



areas. Within this area there are also properties owned by iwi Māori organisations with tribal and community housing aspirations. There is opportunity for these groups to leverage the infrastructure renewal and urban redevelopment planned around them to enhance their own housing outcomes.

In a coordinated effort to realise this potential and drive affordability and the necessary step-change across the entire housing system, Hamilton City Council and Kāinga Ora are establishing the Fairfield-Enderley Urban Development Partnership; a place-based housing and urban development programme within the Fairfield and Enderley communities to be led by a partnership between community, iwi, mana whenua and local and central government. Focusing on Fairfield and Enderley is a key action of the Hamilton City Housing Strategy which directly aligns with the vision and strategic direction of the Waikato Housing Initiative (WHI). To respond to current and future demand which cannot be met by Kāinga Ora and the community housing sector alone, the region requires an additional programme of Government funding, that can be leveraged to support a consistent supply of quality affordable homes in partnership with the private market.

This Partnership proposes the most significant public and affordable housing supply pipeline in Waikato currently and is critical to addressing the tremendous waitlist of the Housing Register and achieving the Public Housing Plan 2021-2024.

The Partnership will also support the establishment of an over-arching, community-led programme of sustainable development initiatives which align with the Waikato Wellbeing Project and leverages an all-of-government response to systems shift. This is essential to the enduring wellbeing of our Fairfield and Enderley communities and will drive the culturally responsive systemic changes these communities need to thrive.

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

This IAF bid seeks funding to provide the new strategic infrastructure needed to facilitate intensification in the broader Enderley, Fairfield and Ruakura area. The infrastructure elements included in the bid are based on high level concepts and require further consideration and refinement.

The focus of the bid is trunk infrastructure within the specific areas that Kāinga Ora and Tainui Group Holdings are looking to re-develop over the coming 5 – 10 years. However, the infrastructure included in the bid has been conceptualised to service the eventual demand being contemplated through the HCC response to the NPS-Urban Development (i.e. 50 dwellings / ha).

Refer to the attached maps 1 and 2 showing the development proposal area and the associated Infrastructure elements.

Ruakura infrastructure planning to date has been based around the inland port and its industrial and logistics activity. The revised masterplan seeks to develop large parts of the Ruakura area as residential which increases the water and wastewater demand significantly and brings forward the need to provide appropriate transport connectivity. TGH and Council are well placed to progress the required enabling infrastructure. The water demand in the



area is so great that an additional 2 water reservoirs are required to complement the single reservoir built a few years ago. The new reservoirs will service both Ruakura and Enderley. The bid includes a new 2nd reservoir to be built on the existing reservoir site that is ready to go with no land purchase barriers. Council has a reservoir planned in its 2021-31 LTP for year 2029, which will stay planned and be the 3rd and final reservoir for this demand zone. No bid funding is requested for the 3rd reservoir. The largest component of cost is development of the Eastern Transport Corridor. The location of the corridor has been established in successive planning documents and Council is in control of all of the land (supplied by TGH) to allow the corridor to be built. The land cost is not part of the bid but it has a significant value and should be seen as a significant co-funding contribution. Work has commenced to confirm the form and function of the corridor and to develop a business case. The Fifth Avenue extension is part of the Corridor and is likely to form the first stage of delivery.

For the Ruakura area the infrastructure included in the bid (approximately \$120m) is:

- New Ruakura Reservoir and booster pump station
- New water supply bulk mains
- New wastewater rising main receiving structure
- Fifth Avenue transport corridor extension
- Eastern transport arterial corridors
- Transport corridor stormwater management solutions.

Enderley is an older city brownfield area that will require a significant amount of strategic infrastructure to support the step change in land use density proposed by both the NPS-UD and by Kāinga Ora. This includes bringing forward a new Fairfield water reservoir, an upgrade to a proposed wastewater storage device together with associated new bulk water mains and trunk pipelines. A significant allowance has also been made to fully upgrade collector roads including Peachgrove Road and to implement modern compliant stormwater solutions both of which require a lot of land. These are aspects that will need to be carefully worked through the Kāinga Ora Partnership as their proposals take shape.

For the Enderley area the infrastructure included in the bid (approximately \$490m) is:

- New Fairfield Reservoir and booster pump station
- New water supply bulk mains
- New centralised stormwater treatment wetlands
- New blue/green corridors
- Receiving watercourse erosion protection and restoration investment



- Arterial transport upgrades for Peachgrove Road, Fifth Avenue
- Collector Road upgrades for Snell Drive, Insoll Avenue, Mardon Road and Tramway Road and associated stormwater management solutions.
- Increased bulk wastewater storage capacity
- New wastewater trunk main.

A draft infrastructure delivery programme is also attached.

To meet NPS-UD, the intensification measures high level assessment has shown that brownfield local infrastructure will not have the capacity to meet the demands of the intensified development. It will require new local networks and on-lot stormwater treatment and water management interventions (e.g. rainwater tanks, soakage etc) to provide adequate capacity and levels of service. The existing transport corridors will be affected by the 3 waters installation and will also require urban upgrades to match intensification. It is assumed that all these local 3 waters and transport network improvements will be supplied by development community and have not been included in the bid. The costs of the local infrastructure are expected to be at least equal to the trunk infrastructure included in this bid.

This bid assumes that a new Southern wastewater treatment plant will be developed, and at some point in the medium term future, flow will be diverted away from the Far Eastern and Eastern interceptors creating capacity to support the intensification proposed in these areas and the broader city. This is why the wastewater interventions are relatively modest in this area.

Future infrastructure strategies are expected to identify further investment needed to service development as it occurs and may include further wastewater storage tanks, interceptor duplications and pumpstation upgrades.

(c) current status and timing.

HCC has been investing in Ruakura to facilitate other strategic elements that are not part of the bid but do show that a significant level of investment has occurred to date or is another stream of work not forming part of the IAF bid that provides benefits to the development proposal.

Recent (and under construction) projects are:

- Ruakura urban upgrade in partnership with NZTA
- Ruakura west major arterial stage 1 of the Eastern Transport Corridor in partnership with TGH and Government
- Far Eastern Wastewater Interceptor (through Ruakura) in partnership with TGH and Chedworth Property
- Ruakura Reservoir 1 and associated bulk/distribution mains



The value of these investments is approximately \$90m

A business case has been jointly developed with Waka Kotahi for the Eastern Pathways / School Link project. Funding requests have been made via the NLTP and decisions are pending (beginning September 2021). The business case project has sought to fit within the existing Hukanui/Peachgrove corridor. It does not recognise the disruption that installing piped infrastructure needed to enable the NPS-UD will create. The concept proposed through this bid includes for a wider road corridor providing higher levels of service for cycling, walking, public transport and stormwater, which comes at a cost. The standards to be used are yet to be agreed.

All other projects are at early concept phase. TGH has a proposed draft master plan for Ruakura requiring a zone change via the District Plan, Enderley area will have a zoning change in accordance with NPS legislative urban density provisions. Both areas will require considerable liaison and coordination with key developers Kāinga Ora and Tainui Group Holdings to establish the scope and extents of these strategic infrastructure components to align with development staging and timing.

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	\$ 28,910,652	Low	Rough order cost based on schematic concepts	\$ 28,910,652



Costs of designing, consenting and tendering	\$ 37,241,182	Low	Rough order cost based on schematic concepts	\$ 35,241,182
Land acquisition	\$ 228,973,375	Low	Rough order cost based on schematic concepts	\$ 228,973,375 <i>[note, costs under this category must be wholly required for Eligible Infrastructure Projects to be eligible for IAF funding]</i>
Construction	\$ 307,504,487	Low	Rough order cost based on schematic concepts	\$ 265,465,587
Administrative costs for establishing complementary financing	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ <i>[provide a breakdown of these other costs, i.e., BAU administrative costs]</i>	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	\$ 602,629,696 <i>[total should equal amount in table 2b below]</i>			\$ 558,590,796

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	\$ 183,252,696	Low	Rough order cost based on schematic concepts	\$ 150,575,796
Three Waters	\$ 419,377,000	Low	Rough order cost based on schematic concepts	\$ 408,015,000
Flood Management	\$	Choose a confidence level.	Click or tap here to enter text.	\$



Other Eligible Costs ¹	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ [Please provide a breakdown of these other costs, i.e., for community infrastructure not funded under the IAF]	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	\$ 602,629,696 [total should equal amount in table 2a above]			\$ 558,590,796

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)	\$ 11,477,073 [note, this should exclude amounts paid for by the Territorial Authority and recovered through development contributions]	Click or tap here to enter text.
Territorial Authority (anticipated to be recovered via development contributions)	\$ 32,561,827 [note, this should only include amounts paid for by the Territorial Authority but which are expected to be recovered through development contributions]	Click or tap here to enter text.
Developer / landowner (other than from development contributions)	\$ [note, include any other amounts paid for by the developer(s) and landowners other than via development contributions or IFF levies]	Click or tap here to enter text.

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



Waka Kotahi	\$ 0	HCC has signalled a subsidy for the Eastern Transport Corridor but this has not been approved in the NLTP – we have assumed \$0 funding. An \$18M funding request has been made via the NLTP for the Eastern Pathways/School Link project but this has not been approved – we have assumed \$0 funding.
DIA Three Waters funding	\$ 0	Click or tap here to enter text.
IFP funding	\$ 0	Click or tap here to enter text.
Other central government funding (e.g., CIP shovel ready funding)	\$ 0	MBIE through the Provincial Development Unit and CIP are currently providing funding support to both Council (by way of Grant- \$36m) and TGH (by way of loan- \$20m) to develop infrastructure related to the inland port. Kāinga Ora can provide details of their funding sources
Other non-government funding	\$ 0	Click or tap here to enter text.
Sub-total (excluding IAF Funding)	\$ 44,038,900	<i>Not applicable</i>
IAF Funding Sought	\$ 558,590,796 <i>[note should equal amount in table 2a above]</i>	<i>Not applicable</i>
Total including IAF Funding	\$ 602,629,696 <i>[note, should equal total cost in tables 2a and 2b above]</i>	<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**

- Eastern Pathways schools link – walking/cycling/PT/safety improvements on Hukanui-Peachgrove corridor, have gone through a Waka Kotahi business case and awaiting funding approval through the NLTP
- Ruakura urban upgrade is currently being constructed by HCC with Waka Kotahi subsidy support.
- Ruakura Road west realignment is currently being constructed by HCC under a partnership with HCC/TGH and crown funding through the Provincial Development Unit.
- TGH Inland Port is currently being developed by TGH under a partnership with HCC and crown funding through CIP



- (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 non-financial powers of central government are key to the scale and pace of this proposal and would include the assistance with the approvals and consents listed below. We envisage an All of Government support framework and single point of contact for all financial and non-financial decisions and approvals to enable the proposal.

- Call in or fast track for all consents (including consents required for construction activities) and re-zoning process including the provision of water allocation from the Waikato River as a result of changing industrial zoned land to residential zoned land.
- Call in and fast track of any required Heritage authority approvals
- Call in and fast track of any required Department of Conservation approvals included wildlife permits.
- Call in and fast track of all Regional Council consents including water allocation and wastewater discharge consents
- Initiation and establishment of a Specified Development Project in the City Centre and use of Kāinga Ora powers to address assist with infrastructure; planning and consenting and funding barriers.



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>NA</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>7,495</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.							
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, Whangārei 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).



Eligibility Criteria	Applicant response																																						
<p>Eligible Infrastructure Project/s – (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>(a) Confirm the Eligible Infrastructure Project(s) for which funding is sought are wholly or primarily for the purpose of enabling additional dwellings.</p> <table border="1"> <thead> <tr> <th>Response</th><th></th></tr> </thead> <tbody> <tr> <td>Yes</td><td><input type="checkbox"/></td></tr> <tr> <td>No</td><td><input checked="" type="checkbox"/></td></tr> </tbody> </table> <p>(b) State the expected number of additional dwellings to be built (to completion) over each year:</p> <table border="1"> <thead> <tr> <th></th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>2029</th><th>2030</th><th>2031</th><th>2032</th><th>2033</th><th>2034</th><th>2035</th><th>2036 onward</th></tr> </thead> <tbody> <tr> <td>No. Dwellings (within each period)</td><td></td><td>300</td><td>300</td><td>495</td><td>495</td><td>495</td><td>495</td><td>495</td><td>595</td><td>195</td><td>195</td><td>170</td><td>45</td><td>45</td><td>3,175</td></tr> </tbody> </table> <p>(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.</p> <div> <p>The above expected number of additional dwellings to be built include both the brownfield (Enderley/Fairfield) and greenfield (Ruakura) expected uptake of the area plans. The brownfield uptake has been modelled based on what Kainga Ora have indicated they could deliver, and also an estimate of 45 homes per year delivered by the private market (based on historical consenting activity in area). The greenfield uptake is based on what TGH/Waikato Tanui have indicated they could deliver in the Ruakura development.</p> <p>In addition, Hamilton's response to the NPS-UD intensification requirements is likely to enable greater density and a wider range of typologies than is currently provided for in the District Plan. This provides greater choice and more development options and may lead to an increase in consents in Enderley/Fairfield from the middle of the time period, as developers begin to take up new development opportunities.</p> </div>	Response		Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036 onward	No. Dwellings (within each period)		300	300	495	495	495	495	495	595	195	195	170	45	45	3,175
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Eligibility Criteria	Applicant response						
<p>3. Eligible Costs</p> <p>Funding requested under the Proposal relates to the following costs:</p> <p>(a) feasibility studies and other early-stage planning work;</p> <p>(b) designing, consenting, tendering and acquiring land (where it is wholly required for Eligible Infrastructure Project(s));</p> <p>(c) constructing Eligible Infrastructure Projects; and</p> <p>(d) in limited situations, non-capital administrative matters, where these are necessary to establishing complementary financing.</p>	<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> <p>(a) feasibility studies and other early-stage development work;</p> <p>(b) designing, consenting, tendering and acquiring land (where it is wholly required for Eligible Infrastructure Projects);</p> <p>(c) constructing Eligible Infrastructure Projects; and</p> <p>(d) in limited situations, non-capital administrative matters, where these are necessary to establishing complementary financing.</p> <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"/>						





Kāinga Ora

Homes and Communities

(ii) Evaluation Criteria

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>The eligible infrastructure will enable a total of 4,320 houses in the Ruakura (Greenfields) and Fairfield-Enderley Urban Development (Brownfields) areas, within the period identified (2022-2035). The eligible infrastructure will also enable an additional 3,175 houses in the Ruakura (Greenfields) area from 2036 onwards. The delivery of houses is material in comparison to Hamilton's average projected growth rate over the short to medium term of 1200 houses per year. Furthermore, the housing development (2022-2035) delivers approximately ¼-1/3 of Hamilton's projected annual demand for housing.</p> <p>Housing development within the identified area is projected to increase from approximately 300-500 houses annually in the short term to medium terms, and decrease to 100-200 per year once all Kāinga Ora developments have concluded. This is significant both in relation to other growth areas of the city and as compared to the total anticipated city demand.</p>
1.2	<p>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</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>Ruakura (Greenfield) – TGH/Waikato Tanui have indicated the development will consist of three stages, with Stage 1 (delivered in the 2022-2035 timeframe) delivering 88% of dwellings with an average section size of 250sqm and 12% at 166sqm. These are all expected to be medium to medium high density dwelling typologies.</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
	<i>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.]</i>	<p>(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region)⁴; and</p> <p>Ruakura (Greenfield) – TGH/Waikato Tainui have not indicated or committed to whether their development will deliver homes within the First Home Grant price cap of \$600,000. However, due to the densities they are looking to achieve, it can be assumed that most of the homes will be delivered in a price range than could be considered “affordable”.</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>Ruakura (Greenfield) – TGH/Waikato Tainui have not indicated or committed to whether their development will deliver homes within the First Home Grant price cap of \$600,000. However, due to the densities they are looking to achieve, it can be assumed that most of the homes will be delivered in a price range than could be considered “affordable”.</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>Hamilton has one the smallest land areas of any territorial authority, with a drive of just under 16km from the top of Rototuna in the northeast to bottom of Melville in the southwest. As a result, demand tends to be at a citywide level with people easily able to live in any part of the city and commute to another for work, education or recreation.</p> <p>The Future Proof Housing Development Capacity Assessment 2021 (attached) identified the need for an additional 3,500 dwellings in Hamilton (4,200 with a 20% margin applied) by 2023. This expands to 11,900 additional dwellings in the medium term (14,300 with a 20% margin). Particular shortfalls were identified in the lower to mid value bands with this gap projected to expand over time.</p> <p>Ruakura-Enderley-Fairfield development area is unique in that it will address housing demand on multiple levels. There is are both infill and greenfield components to this area, as well as a significant (at least 3 times) increase in social housing, and a focus on affordable housing. The March 2021 social housing register for Hamilton had 1,527 applicants, of which 1,401 were priority A. In addition, the current First Home Grant cap is \$600k for new properties and \$525k for existing/older properties. The median house price in March 2021 in Hamilton was \$715k, so the need for more affordable housing is high.</p> <p>(b) Describe the proximity (including a description of the distance in kilometres) of the proposed dwellings to each of</p>

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



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
		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).	
		Type of amenity and opportunity (both existing and planned)	
		(i) employment opportunities (i.e., local industry and employment bases);	<p>The development area is immediately adjacent to the planned Ruakura superhub, a 490ha employment area and inland port. Enabling infrastructure for the first stage of the Superhub is progressing well. The distance to stage 1 of the superhub is approximately 7km, but the funding requested will enable transport corridors that will shorten travel distances and the second stage of the superhub will be immediately adjacent to the development area.</p> <p>The development area is also just 3km from Hamilton's CBD.</p>
		(b) (ii) educational facilities (i.e., local primary schools and secondary schools); and	<p>The Ministry of Education is aware of the development area and are factoring it into future planning for the wider area. The local intermediate and secondary schools have capacity and are located 2.5km and 3.5km from the development area. Primary provision is just over 1km away. There are a number of early learning options within 1km of the development area. Waikato University is 3.4km away.</p>
		(iii) other amenities (i.e., social amenities such as recreation and cultural facilities and retail and shopping).	<p>The development area is convenient to CBD 3km, close to Five Crossroads Shopping Centre 1km, walking distance to Enderley park, a sports ground and a community centre. A supermarket is located 1.8km from the development area. For retail shopping, Chartwell Square is 2.5km and retail complex 'The Base' is 8.5km. Claudelands park and Events Centre is 1.7km, Porritt Stadium 2.4km, Hamilton Gardens 4.7km, and there are local shops/eateries nearby and there is easy access to Wairere Drive, a major arterial that skirts the north eastern and eastern suburbs and will link to SH1 in the south.</p> <p>A key element of the proposed redevelopment of the area includes blue-green corridors, centralised stormwater treatment devices and water course</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
			restoration. These investments provide the opportunity to deliver a green urban landscape integrated with sustainable and resilient water systems.
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>The densities and typologies planned in both areas provide for a greater level of intensification than has typically occurred in Hamilton's urban area, and which is consistent with the requirements to enable densities commensurate with demand and accessibility in Tier 1 urban areas.</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>(a) Please comment on the extent to which the proposal supports housing development on land owned by Māori.</p> <p>Ruakura is Māori land owned by Tainui Group Holdings. In Fairfield-Enderley, Te Runanga o Kirikiriroa are a land owner and are undertaking community and social development.</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>In addition to the answers to (a) above, the Fairfield-Enderley Urban Development Partnership has iwi and mana whenua representation on its kaitiaki group providing governance support to the development programme.</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>The Fairfield and Enderley development area is within close proximity to the central city, is close to local services and transport links, and is close to the planned Ruakura superhub. Much of the development area is within a 400m walkable catchment to frequent bus services, and will benefit from significant planned investment through the Eastern Pathways programme, which will provide a safer environment for cycling and walking, and improve the priority of public transport to educational facilities in the area.</p> <p>The development area is bordered by Five Cross Roads to the South and Chartwell to the North, both of which are areas of high accessibility and under the NPS-UD intensification policy. Work is currently underway by Council to develop an appropriate zoning response commensurate with the demand and</p>	



Evaluation Criteria – Housing Outcomes 40%	Applicant response
	<p>accessibility of these areas.</p> <p>The Ruakura development is immediately adjacent to the planned Ruakura superhub, a significant future employment area, logistics hub and inland port, and is also close to other amenities identified for Enderley Fairfield. A small centre is also planned for Ruakura.</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> <p>The stormwater management approach centres around restoring watercourses as the surface water framework, within a network of reserves combining open space, passive recreation, walking and cycling access and stormwater treatment and detention. Stormwater will be partially managed at source to preserve infiltration and retention including groundwater recharge and non-potable reuse. Road corridor and excess private runoff will be conveyed by reticulation to dedicated treatment wetlands with 30-50 ha catchments incorporating stormwater quality, frequent storm detention and flood storage.</p> <p>These wetlands will form landscape nodes along the restored stream corridors where the freshwater and riparian ecosystem provides a blue green network enhancing connectivity, sense of place and support multiple positive outcomes for the community. Highly trafficked roads and those not able to drain to the wetlands will have independent collection to localized treatment generally provided off corridor with land obtained for agglomerated biofiltration.</p> <p>The proposed approach to the provision of stormwater infrastructure via a Blue Green (open channel) network to support future intensification of greenfield and brownfield growth areas is a change from the traditional approach within Hamilton which focuses on underground reticulation. This change in approach recognizes both the regulatory drivers for improving urban water outcomes (as required by Te Ture Whaimana and mandated in the NPSFM) as well as increasing understanding and recognition of iwi values and aspirations for water outcomes and community desires for more livable urban communities.</p> <ul style="list-style-type: none"> • Alignment with the need to treat and remove contaminants from the environment to protect downstream receiving environments, in particular the Waikato River, tributary streams and remaining wetlands. • May augment existing potable water use by providing opportunities for the use of stormwater harvesting to provide for large scale non potable uses such as irrigation of sports fields/parks, commercial water



Evaluation Criteria – Housing Outcomes 40%	Applicant response
	<p>use such as construction (dust suppression, irrigation of landscaped areas and appropriate industrial processes).</p> <ul style="list-style-type: none"> • Support resilience to future climate change through robust and vibrant green spaces which mitigate urban heat, provide shaded respite and promote evaporative cooling. • Increased urban ecology and biodiversity including within growth areas but also downstream receiving environments. • Improved community connection with water to better understand our relationship with the water cycle and the ecosystem services that it supports. • Improved community health and well-being through increased connection with nature. • Reduction in embodied carbon through use of green infrastructure with less reliance on large underground concrete infrastructure. • Opportunities for increased community involvement in management and maintenance through care groups etc. • Increased flood resilience through managing flood flows within the landscape in line with natural topography and historical stream alignments. <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>Kāinga Ora and Tainui will deliver infrastructure within their development area that is consistent with the District Plan provisions including its environmental and sustainable provisions for transport and three waters networks, and will integrate with existing networks and designations.</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		<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>Any development in the areas will meet its environmental and sustainable provisions in accordance with the District Plan and other compliance requirements.</p>



Evaluation Criteria – Impact of funding 20%		Applicant response
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) Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</p> <p>All strategic infrastructure listed in section 1(b) is an essential prerequisite for new housing in the Ruakura-Enderley /Fairfield area. The infrastructure has been developed, sized and located based on the overall catchment to be ultimately served and is beyond the ability of any single developer or group of developers to progress on their own from a financial or legislative powers perspective.</p> <p>(b) Describe how the IAF funding requested is critical to the delivery of that infrastructure.</p> <p>All strategic infrastructure listed in section 1(b) is beyond the ability of any single developer in Rotokauri to progress on their own from a financial or legislative powers perspective, particularly to meet the requirements of the NPS-UD. In addition, Hamilton City is at or near its debt limits in the 2021-31 LTP. IAF funding is needed to accelerate the essential infrastructure while avoiding the debt implications for Hamilton City. Without an off balance sheet intervention, the investment in infrastructure cannot occur in the short to medium term.</p> <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> <p>NA</p>



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 rises, prudent borrowing, or use of the IFF framework) have been exhausted.	<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>To date HCC have explored the following in relation to funding the Rotokauri Stage 1 infrastructure:</p> <ul style="list-style-type: none"> - increasing rates by 9.7% and 8.9% in the last 2018-28 and 2021-31 LTP's respectively - increasing DC revenue from around \$8M per year in 2010 to around \$25M per year over the last 5 years to accommodate the greater level of infrastructure required - Applying for shovel ready funding <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>HCC has exhausted the available conventional funding mechanisms to fund the required strategic infrastructure. HCC's balance sheet through its LTP is not able to accommodate funding, especially noting the scale of the required infrastructure needed to meet new compliance standards.</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.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf</p>

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

⁶ Developer and Māori Applicants should provide the most recent Long Term Plan publicly available, and answer this to the best of their knowledge.



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>HCC and Kāinga Ora are taking a partnership approach to the Enderley/Fairfield development which is anticipated to be consistent with the IAF principles.</div> <p>(b) the expected quantum of such co-funding; and</p> <div>\$ 44,038,900</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>Per Part 2 table 2c, HCC funding, private developer agreements, and development contributions.</div>





Kāinga Ora
Homes and Communities

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> <p>Enabling the delivery of housing development proposed by TGH in Ruakura will require a plan change to rezone areas of industrial and potentially areas of primary sector research and employment (Knowledge Zone) to residential.</p> <p>The high-level estimate from HCC for the total infrastructure costs for Enderley/Ruakura to service ultimate NPS-UD yield is \$1.66B. This estimate includes local reticulation costs that would normally be covered by developers including reservoirs, stormwater solutions and some transport elements. The estimate does not include any operational costs or bulk mains and interceptors outside the areas to and from treatment plants or any upgrades to our plants or increases in allocation needed to deliver water to meet demand in Enderley/Ruakura.</p> <p>This application of \$563m, is only for a third of the total cost.</p> <p>(b) Please complete the milestone table below, regarding the Eligible Infrastructure Project(s) only, and not the housing development.</p> <table border="1"> <thead> <tr> <th>Milestone</th><th>Status</th><th>✓</th><th>Expected Date</th><th>Comment</th></tr> </thead> <tbody> <tr> <td rowspan="3">Procurement of construction contractors</td><td>Suitable tender complete</td><td><input type="checkbox"/></td><td>Click or tap to enter a date.</td><td>Click or tap here to enter text.</td></tr> <tr> <td>Tender evaluation in progress</td><td><input type="checkbox"/></td><td>Click or tap to enter a date.</td><td>Click or tap here to enter text.</td></tr> <tr> <td>Request for Tender in the Market</td><td><input type="checkbox"/></td><td>Click or tap to enter a date.</td><td>Click or tap here to enter text.</td></tr> </tbody> </table>			Milestone	Status	✓	Expected Date	Comment	Procurement of construction contractors	Suitable tender complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Tender evaluation in progress	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Request for Tender in the Market	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
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Procurement of construction contractors	Suitable tender complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.																		
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	Request for Tender in the Market	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.																		




	About to put out a Request for Tender to the market	✓	Click or tap to enter a date.	Not yet at the stage of tendering work
Detailed Design	Detailed Design Complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Detailed Design Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Detailed Design to commence	✓	Click or tap to enter a date.	Not yet at this stage
Designations/Consents	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Lodged	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	In preparation	✓	Click or tap to enter a date.	Business case work underway for Eastern Transport Corridor. Not yet at stage to apply for consents.
Land Acquired	Yes	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Being negotiated under PWA (please indicate stage below)	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Has not commenced	✓	Click or tap to enter a date.	The land for the Ruakura Reservoir and the Eastern Transport corridor is secured Land requirements for other roading upgrades (widening) and for stormwater treatment and conveyance yet to be confirmed and purchased
Preliminary design and costing	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	✓	Click or tap to enter a date.	Some preliminary work has been completed for Ruakura only
	None	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Business Case or Investment Case	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	✓	Click or tap to enter a date.	The Business Case for Eastern Transport Corridor is underway
	None	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Other approvals	(i.e. Council committee, Waka Kotahi approvals)	✓	Click or tap to enter a date.	At this stage there are many outstanding approvals.



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> <p>Fairfield-Enderley – HCC Strategic Growth Committee resolution approved the partnership approach with Kainga Ora and community.</p> <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> <p>Fairfield-Enderley – Kainga Ora are expected to meet the targets of the Public Housing Plan 2021-2024</p>
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4.3	Demonstrated alignment between all parties including Territorial Authorities, Regional Councils, mana whenua and developers needed to advance the housing development.	<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="842 440 1742 501" style="border: 1px solid black; padding: 2px;">Fairfield-Enderley - Aligns with Hamilton's Housing Strategy and is a key deliverable of the Housing Action Plan. Also aligns with the Future Proof Partnership and the Hamilton-Waikato Metro Special Plan</div> <p>(b) Regional Councils;</p> <div data-bbox="842 552 1742 628" style="border: 1px solid black; padding: 2px;">Directly aligns with the regional housing strategy and workstreams of the Waikato Housing Initiative (Waikato Plan). This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</div> <p>(c) mana whenua;</p> <div data-bbox="842 679 1742 740" style="border: 1px solid black; padding: 2px;">Waikato-Tainui plan. Maaori And Iwi Housing Innovation framework</div> <p>(d) developers (to the extent possible); and</p> <div data-bbox="842 791 1742 852" style="border: 1px solid black; padding: 2px;">Public Housing Plan 2021-24, Kainga Ora Regional Investment Plan</div> <p>(e) any others,</p> <div data-bbox="842 903 1742 963" style="border: 1px solid black; padding: 2px;">NA</div> <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> <div data-bbox="842 1086 1742 1147" style="border: 1px solid black; padding: 2px;">Kāinga Ora is the crown entity for delivering housing and Waikato Tainui, the local iwi are one of the biggest iwi and have delivered housing solutions in the Waikato.</div> <p>(b) Provide prior examples for each of the relevant parties in delivering Infrastructure and/or housing developments within an accelerated timeframe.</p>

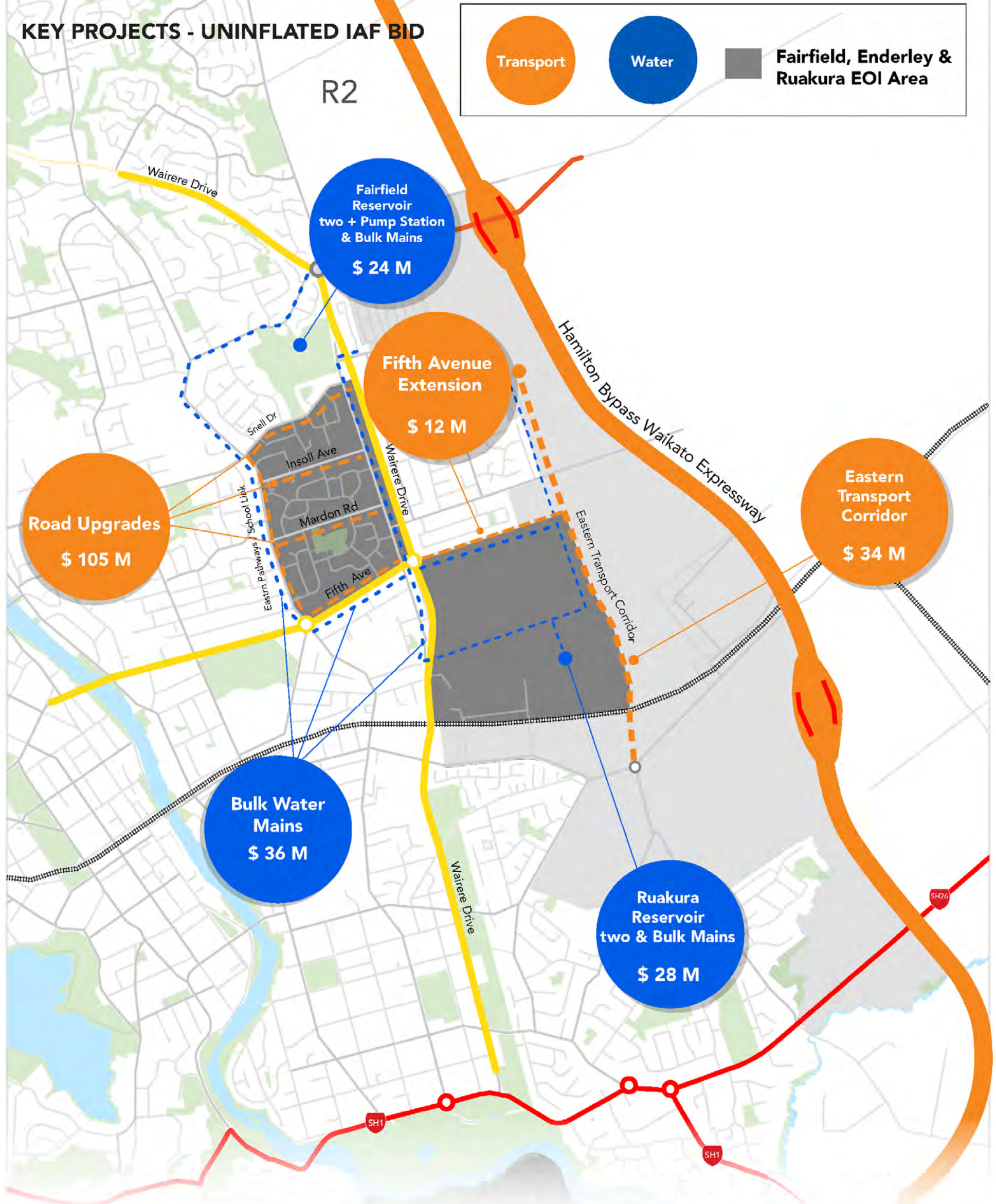


		<p>Note: <i>Kāinga Ora understands that many Applicants do not themselves have experience in delivering infrastructure and/or housing developments.</i></p> <p><i>Proposals can still pass this criterion if Applicants can demonstrate that suitable parties have been engaged, and are willing to participate in the Proposal to deliver the infrastructure and/or housing (or sections).</i></p>
		Infrastructure experience
	Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>
	Hamilton City Council	All LTP capex projects. The Peacocks development through the HIF fund.
	Click or tap here to enter text.	Click or tap here to enter text.
	Click or tap here to enter text.	Click or tap here to enter text.
		Housing development experience
	Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>
	Kāinga Ora	Kāinga Ora are a crown entity who work with KiwiBuild and Housing New Zealand to provide homes and communities to the people of New Zealand.
	Waikato Tainui	Tainui Group Holdings is the commercial arm of Waikato Tainui, one of the biggest iwi in New Zealand. Waikato Tainui have completed developments
	Click or tap here to enter text.	Click or tap here to enter text.



RUAKURA, ENDERLEY & FAIRFIELD

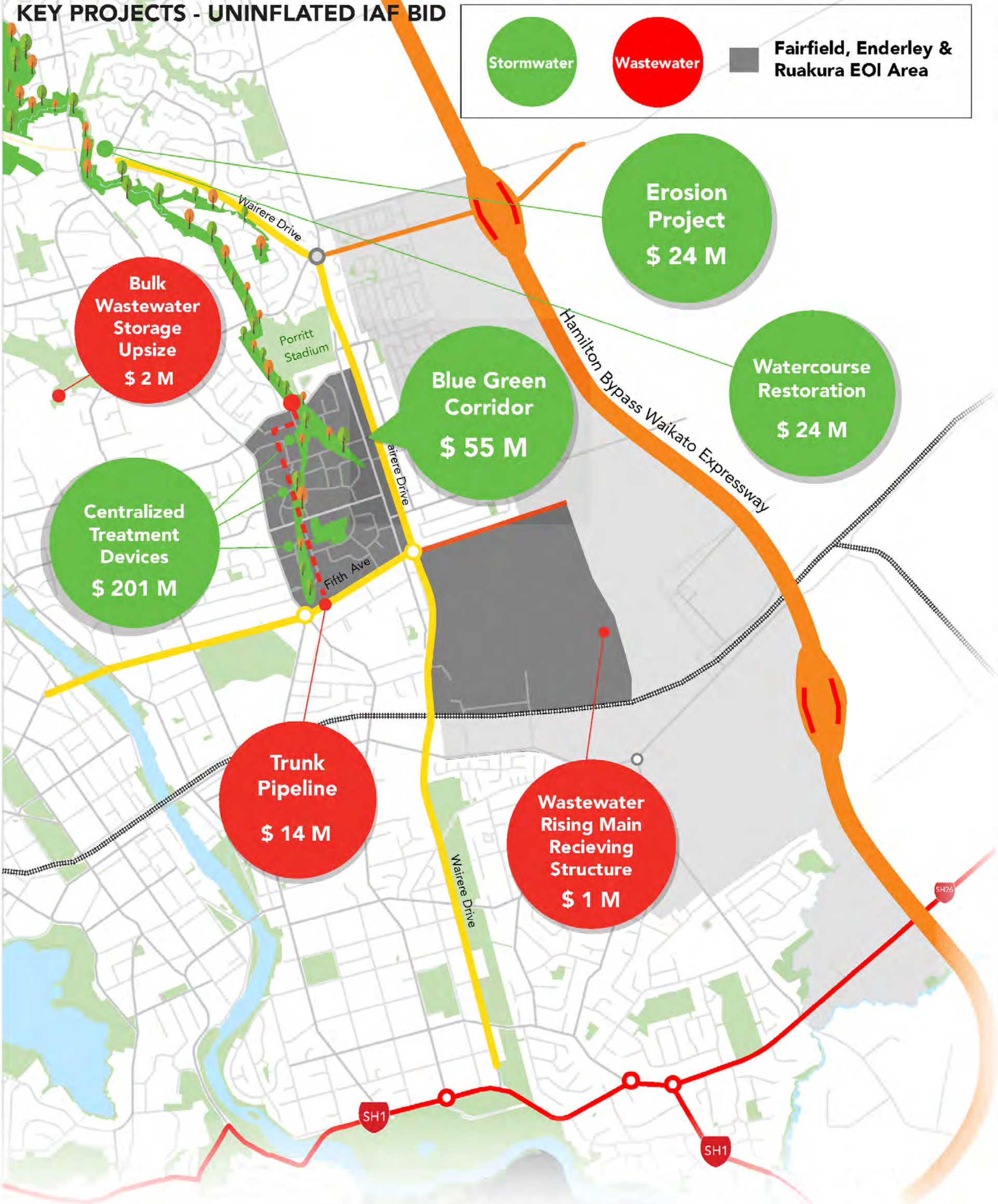
KEY PROJECTS - UNINFLATED IAF BID



*Cost for key projects are uninflated. See EOI document for full figures.

RUAKURA, ENDERLEY & FAIRFIELD

KEY PROJECTS - UNINFLATED IAF BID



*Cost for key projects are uninflated. See EOI document for full figures.



Future Proof Implementation Committee
c/o Waikato Regional Council
(Administering Authority)
Private bag 3038
Waikato Mail Centre
Hamilton 3240

13 August 2021

Andrew Mackenzie,
Chief Executive
Kāinga Ora – Homes and Communities

Dear Andrew,

Infrastructure Acceleration Fund Expressions of Interest

The Future Proof Partnership would like to commend the Government for its commitment to increasing the pace and scale of housing delivery through its Infrastructure Acceleration Fund (IAF).

Future Proof Partners are in an ideal position to utilise this fund to support the Government's objectives for improving housing affordability and delivering housing at pace and scale. A number of opportunities exist within the sub-region where IAF funding can be successfully applied in an accelerated timeline to achieve the funds outcomes.

Future Proof's expressions of interest comprise:

Hamilton

1. Ruakura-Enderley/Fairfield
2. Central City
3. Rotokauri Stage 1
4. Rotokauri Stage 2
5. Peacocke South
6. Rototuna North East

Waipā

7. Te Awamutu Growth Cell 11

Waikato District

8. Huntly / Ohinewai
9. Hopuhopu
10. Ngāruawāhia
11. Horotiu.

Each of these applications is consistent with the objectives of the Urban Growth Agenda (UGA), consistent with the Hamilton-Waikato Urban Growth Partnership and consistent with the Future Proof

Growth Strategy, the Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme. These proposals can be delivered in the short-medium term as many are well advanced in terms of planning, and we have a motivated development community who are ready to work with our local authority partners to deliver housing and community spaces within an accelerated timeframe.

Each application represents a co-funding opportunity between central government, local government and the private sector. Details of these commitments are provided in the individual expressions of interest.

Our history of collaborative planning, our track record of delivery, as well as our commitment to enduring partnerships with Iwi, central government, and the private sector should provide the Government with confidence that any successful Future Proof IAF bid will deliver on desired housing outcomes.

Future Proof Partnership

The Future Proof partnership includes the territorial authority areas of Hamilton City Council, Waipā District Council, and Waikato District Council. The Future Proof partnership was set up to consider how the sub-region should develop into the future. The Future Proof partnership includes Iwi, local government, Waka Kotahi, the Waikato District Health Board and central government. The partnership recognises that this collaborative, boundaryless, sub-regional approach is needed to achieve successful growth. The governance of the partnership includes three Cabinet Ministers.

Strategically located at the heart of the upper North Island, with direct transport links to Auckland and Tauranga, our area is the third fastest growing urban centre in New Zealand. With the population of the sub-region projected to increase by 31 percent over the next 30 years, collective planning, and action between government, tāngata whenua, residents and businesses is critical to its integrated development and long-term sub-regional and national prosperity.

The value of Future Proof lies in this partnership approach. Future Proof has access to significant resources across the four local authorities to develop and give effect to the Future Proof Growth Strategy and related initiatives. It provides a vehicle for ongoing collaboration and implementation. It enables joined up thinking across the partnership.

The Future Proof Strategy itself is a 30-year growth management and implementation plan to manage growth in a collaborative way and to address complex planning issues, especially cross-boundary and infrastructure matters. Building on the platform of the previous strategy, it combines the agreed Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme, into a single strategy for the sub-region. The strategy (currently in draft), will also be the first key step in implementing National Policy Statement for Urban Development (NPS-UD) in terms of desired urban form and transport outcomes, and the framework for changes to the Regional Policy Statement and District Plans. The Future Proof partnership has a clear and agreed understanding of the best opportunities for application of the IAF within the sub-region.

Urban Growth Agenda and Future Proof

The spatial planning pillar of the UGA is primarily delivered through Urban Growth Partnerships between the Crown, local government, Iwi and local communities. Under this pillar of work, Future Proof has been the vehicle for development of both the Hamilton-Auckland Corridor Plan and Implementation Programme (H2A Plan) and Hamilton-Waikato Metro Spatial Plan (MSP).

The H2A Plan sets the spatial intent for the Hamilton to Auckland Corridor and the MSP is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.

Like the H2A Plan, the MSP is designed to deliver on the objectives outlined in the UGA; specifically in respect of removing barriers to the supply of land and infrastructure and allowing cities to grow up and out strategically. The MSP sets out how and where the area should grow, develop, and move around long-term to ensure social, economic, and environmental prosperity.

In addition to these plans, we are currently partnering with central government on the development of a comprehensive Programme Business Case to identify a rapid and frequent transport network that will support the urban development objectives of the MSP and are actively collaborating with Kainga Ora on implementing the NPS-UD to support their objectives and improved housing outcomes.

These comprehensive and collaborative planning endeavours across the sub-region provide long-term clarity of direction and ensure that all partners are aligned in their vision for future growth.

The Housing Problem

Through research undertaken by the Future Proof partnership, Waikato Housing Initiative (WHI) and the development of the Hamilton City Housing Strategy; the Future Proof partnership has a good understanding of the housing challenges within the sub-region.

There is a current and pressing need to increase the pace and scale of housing supply particularly to address the issue of affordability and to increase the supply and competitiveness in the residential housing market:

- Over 75% of Hamilton / Waikato / Waipā homeowners spend more than 30% of their income on housing costs¹.
- The largest city in the Future Proof area, Hamilton, is the third least affordable housing market in New Zealand¹.
- In Hamilton / Waikato / Waipā collectively there was a 375% increase in demand on the social housing register from December 2017 to December 2019¹.
- The existing supply of developable ready greenfield land in Hamilton is held by a handful of large developers, increasing the risk of land banking and increasing the price of this land.
- Future developable land is projected on the basis that planned infrastructure is funded and will be delivered.

Looking forward, the Future Proof Housing Development Capacity assessment (NPS-UD HBA)² identifies that the Future Proof sub-region is not likely to have any projected shortfalls in housing capacity over the next 30 years. However, this is contingent on the timely provision of infrastructure in line with assumptions underpinning the HBA. If there are delays in the provision of infrastructure this will impact on our ability to provide sufficient development capacity.

Whilst there is no shortage of development capacity, the NPS-UD HBA identifies a significant misalignment between what the market will deliver and the levels of demand for more affordable homes, for a range of housing tenures, and for greater variety in housing types. There is a pressing need to deliver more affordable homes.

¹ https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Case-for-Change_reduced.pdf

² <https://futureproof.org.nz/assets/FutureProof/Documents/HBA-OPEN-Attachment-1-Future-Proof-Housing-Development-Capacity-Assessment-2021-Final.pdf>

Funding

Future Proof and its partners are committed and ideally placed to support the development of housing at pace and scale, however the partner councils are significantly constrained by their ability to fund infrastructure to service this growth.

Without timely infrastructure delivery, current and future communities suffer. This can manifest as less affordable housing, lost productivity opportunities, increased congestion and transport cost, crowded civic infrastructure, and negative environmental impacts. While the problem is more complex than infrastructure alone, we are seeing many of these effects today.

Significant additional funding, through the IAF, will enable the sub-region to deliver infrastructure solutions that will increase the pace and scale of housing supply; and importantly assist in building quality, liveable and affordable communities.

Future Funding and policy to support housing supply and affordability

Whilst Future Proof is strongly supportive of the Governments creation of the IAF and looks forward to continuing to partner in these projects, we believe this fund is only part of the long-term solution to infrastructure funding challenges. Enduring and coordinated funding streams are critical to ensuring urban development achieves the outcomes sought by Government.

Current collaboration through the Urban Growth Partnership, and initiatives like the Housing Infrastructure Fund deployed in Hamilton's Peacocke growth cell and the Housing Acceleration Fund (and IAF) help, but in order to provide the desired long-term success a funding pipeline is needed to ensure a sustainable, enduring, and aligned commitment to deliver housing and successful urban environments.

On behalf of Future Proof, thank you for your consideration of these enclosed Expressions of Interest.

Yours sincerely



Bill Wasley
Independent Chair
Future Proof



Paula Southgate
Mayor of Hamilton




Jim Mylchreest
Mayor of Waipa




Allan Sanson
Mayor of Waikato





IAF Capital Cost Inflation Assumptions

Important note: Detailed breakdowns in the Expressions of Interest document **do not represent the requested IAF funding and are in uninflated 2021 NZ dollars**. HCC's requested IAF funding is the inflated figures set out in this note.

1.0 Total IAF funding sought for Ruakura Enderley-Fairfield

(per Part A of the EoI response form)

Part A 4. IAF Funding sought (inflated): \$665,441,651

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2031 + onward
Amount (\$'000)	\$-	\$153,843	\$189,439	\$96,334	\$85,364	\$33,045	\$34,037	\$23,757	\$24,470	\$25,155	0

2.0 Summary

This note summarises recent trends and potential future influences on construction costs and sets out inflation rates used for Infrastructure Acceleration Fund (IAF) infrastructure cost forecasting.

The final IAF funding amount needs to allow for an appropriate level of inflation. HCC's IAF inflated costs are based on the current HCC 2021-31 LTP rates of 2.8% - 3.3% forecast by BERL plus an escalation allowance of approximately 1.5% annually over the first five years for increased input costs, reduced efficiencies from supply chain disruption and expected construction market resource shortages.

The inflated costs therefore allow for 4.5% inflation annually over five years to 2025/26. The increase over the current HCC 2021-31 LTP rates forecast by BERL accumulates an additional 8-10%.

These assumptions are for the purposes of compiling Expressions of Interest to the IAF only, have not been adopted by Elected Members and do not represent an official HCC view on inflation.

3.0 Background

Business and Economic Research Ltd (BERL) were contracted on behalf of the local government sector to provide inflation forecasts for the period of HCC's 2021-2031 LTP. The capital expenditure inflation forecast has included a higher inflation rate in its budget, based on BERL's faster rebuild scenario. This recognised the higher costs associated with expected high demand for contractors.

Waka Kotahi typically assumes 3% escalation. Waka Kotahi publishes cost fluctuation indices to facilitate contract price adjustment. Construction inflation appears to trend higher than CPI.

The June 2021 annual inflation rate was 3.3% (StatsNZ). The Reserve Bank of New Zealand expect more persistent consumer price inflation pressure to build over time due to rising domestic capacity pressures and growing labour shortages.

The Waka Kotahi construction index¹ show an increase of around 3.5% over nine months from June 2020 (mid Covid) to March 2021 (latest), which is higher than the BERL forecast of 3.3% for 21/22.

The Waikato River Bridge (currently under construction in Peacocke) included cost fluctuation because of its duration and to ensure that tender prices were not inflated to allow for risks such as associated with Covid outside of contractors' control. The weightings used for the bridge contract fluctuation calculation are similar to the Waka Kotahi weightings for construction excluding structures and have resulted in cost fluctuation

¹ <https://www.nzta.govt.nz/resources/procurement-manual/procurement-tools/>



payment to date of around 3.5% over the first year. The average over the previous five years was around 1.5%.

Price increases are one factor reflecting the increase in demand and supply being disrupted or slow to catch up. Other factors likely to have an effect but slower to feature will be legislated increases in minimum wages and holiday allowances, skill shortages affecting labour costs and higher time-risk pricing to allow for supply chain disruption.

Other observations based on industry knowledge or anecdotal discussions with contractors and include:

- WEL Networks lead time for high voltage cable supply jumped from around 6 – 17 weeks, resulting in reprogramming and temporary diversions. On top of already long utility design lead times because of pressure on existing utility staff, this means changes are very high risk.
- High demand for sheet piles necessary for deep trenching and excavations leading to potential delays (not realised) but higher temporary works costs.
- A supply chain investigation² by Waka Kotahi indicated that aggregate materials were most at risk with concerns raised about the capacity of quarries. Recent data for construction aggregates shows a 5% increase in aggregate costs from last year.
- A shortage of timber piles has meant lead times around 16 weeks or more compared to two to four weeks previously. Depending on whether the delay is assessed as being foreseeable this could mean significant costs in claims or workaround solutions/substitutes.
- N4 tenderers' electrical suppliers had suppliers refusing to hold prices for copper wire for more than seven days.

4.0 Approach taken for this Expression of Interest

To allow inflation of 4.5% annually for five years of the IAF inflated estimates (approximately 1.5% over BERL forecasts) as summarised below (June year ending):

Table 1: IAF Capital Inflation Rates compared to HCC 2021-31 Inflation Rates³

Year (FY)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2021-31 LTP Capital Inflation	3.3%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%	3.0%	2.8%
LTP Cumulative	3.3%	6.4%	9.6%	12.9%	16.3%	19.5%	23.1%	26.8%	30.6%	34.3%
IAF Capital Inflation	4.8%	4.5%	4.5%	4.5%	4.5%	2.8%	3.0%	3.0%	3.0%	2.8%
IAF Cumulative	4.8%	9.5%	14.4%	19.6%	25.0%	28.5%	32.3%	36.3%	40.4%	44.3%
Cumulative Increase over LTP	1.5%	3.1%	4.9%	6.7%	8.7%	9.0%	9.2%	9.5%	9.8%	10.1%

² <https://www.nzta.govt.nz/assets/resources/supply-chain-survey-findings-report/waka-kotahi-supply-chain-survey-findings-report-abridged-version-202004.pdf>

³ <https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf> page 96, 97

IAF funding request summary - Ruakura-Enderly/Fairfield											
Year	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
LTP year	1	2	3	4	5	6	7	8	9	10	
WATER	\$ -	\$ 19,978,000	\$ 35,590,000	\$ 29,946,000	\$ 11,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87,214,000
2nd Fairfield 20ML Reservoir & Booster Pump Station		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 5,140,000	\$ 30,252,000								
Strategic Main to existing Bulk Water Main		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 308,000	\$ 1,092,000								
Strategic Main to existing Peachgrove Bulk Water Main		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 968,000	\$ 1,716,000	\$ 1,716,000							
Local Trunk Mains off Peachgrove Bulk Mains		Design, Procurement		Build							
IAF funding \$ uninflated	\$ -	\$ 6,600,000	\$ 11,700,000	\$ 11,700,000							
2nd Ruakura 240ML Reservoir & Booster Pump Station		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 6,954,000	\$ 10,570,000	\$ 10,570,000							
WASTEWATER	\$ -	\$ 963,130	\$ 5,445,400	\$ 4,435,400	\$ 4,435,400	\$ 981,825	\$ 981,825	\$ -	\$ -	\$ -	\$ 17,263,000
Enderly Trunk Main & 75mm - 800mm Dia		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 703,000	\$ 4,495,400	\$ 4,495,400	\$ 4,495,400						
Ruakura Rising Main Receiving Chamber		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 50,000	\$ 950,000								
Bulk Wastewater Storage Upgrade			Design, Procurement			Build					
IAF funding \$ uninflated	\$ -	\$ 103,350				\$ 981,825	\$ 981,825				
STORMWATER	\$ -	\$ 108,947,000	\$ 105,159,800	\$ 12,638,800	\$ 12,638,800	\$ 12,638,800	\$ 12,638,800	\$ 12,638,800	\$ 12,638,800	\$ 12,638,800	\$ 803,538,000
Blue / Green Corridor Network		Design, Land acquisition, Procurement				STAGED DELIVERY					
IAF funding \$ uninflated	\$ -	\$ 25,598,000	\$ 25,598,000	\$ 491,429	\$ 491,429	\$ 491,429	\$ 491,429	\$ 491,429	\$ 491,429	\$ 491,429	
Centralised stormwater treatment wetlands		Design, Land acquisition, Procurement				STAGED DELIVERY					
IAF funding \$ uninflated	\$ -	\$ 74,760,000	\$ 74,760,000	\$ 7,340,571	\$ 7,340,571	\$ 7,340,571	\$ 7,340,571	\$ 7,340,571	\$ 7,340,571	\$ 7,340,571	
Erosion Protection & Watercourse Restoration		Design				STAGED DELIVERY					
IAF funding \$ uninflated	\$ -	\$ 3,587,800	\$ 4,793,800	\$ 4,793,800	\$ 4,793,800	\$ 4,793,800	\$ 4,793,800	\$ 4,793,800	\$ 4,793,800	\$ 4,793,800	
TRANSPORT	\$ -	\$ 5,686,242	\$ 25,840,762	\$ 39,475,110	\$ 39,475,110	\$ 12,310,097	\$ 12,310,097	\$ 4,796,166	\$ 4,796,166	\$ 4,796,166	\$ 150,575,796
Fifth Ave Extension		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 1,842,465	\$ 10,940,635								
Eastern Transport Corridor		Design, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 5,066,350	\$ 14,326,325	\$ 14,326,325							
Eastern Pathways / School Link		Design, designate, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 3,591,639	\$ 3,591,639	\$ 20,352,630	\$ 20,352,630						
Collector Roads		Design, designate, Procurement	Build								
IAF funding \$ uninflated	\$ -	\$ 2,962,330	\$ 2,962,330	\$ 4,796,166	\$ 4,796,166	\$ 4,796,166	\$ 4,796,166	\$ 4,796,166	\$ 4,796,166	\$ 4,796,166	
Cross City Connector		Design, designate, Procurement				Build					
IAF funding \$ uninflated	\$ -	\$ 1,289,001	\$ 1,289,001			\$ 7,306,070	\$ 7,306,070				
Total	\$ -	\$ 140,474,392	\$ 165,529,962	\$ 80,530,310	\$ 68,304,310	\$ 25,720,682	\$ 25,720,682	\$ 17,429,966	\$ 17,429,966	\$ 17,429,966	\$ 538,580,796

EOI Response Form Part A 4, and S, INFLATED. Refer to attachment 4, for inflation assumptions

Ruakura-Enderly/Fairfield (inflated) refer attachment 4.	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
IAF Funding Sought	\$ -	\$ 153,842,392	\$ 189,439,474	\$ 96,333,594	\$ 85,363,959	\$ 33,044,691	\$ 33,044,691	\$ 23,756,943	\$ 24,408,651	\$ 25,154,802	\$ 665,441,651

IAF - Housing capacity and uptake by developer or area - Ruakura-Enderly/Fairfield

Developer / area	2022/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2036+	Total houses built	Total capacity
Ruakura - Tramway				150	150	150	150	150	150	150	150	125				1,325	1,325
Ruakura - Balance															3,175	-	3,175
Sub-total Ruakura				150	150	150	150	150	150	150	150	125			3,075	1,325	4,500
Enderly/Fairfield - Private			45	45	45	45	45	45	45	45	45	45	45	45		495	495
Enderly/Fairfield - KO		300	300	300	300	300	300	300	400							2,500	2,500
Sub-total Enderly/Fairfield		300	300	345	345	345	345	345	445	45	45	45	45	45		2,995	2,995
Total Ruakura-Enderly/Fairfield		300	300	495	495	495	495	495	595	195	195	170	45	45	3,075	4,320	7,495



11 August 2021

To whom it may concern

Infrastructure Acceleration Fund EOI, Ruakura, Hamilton

Introduction

TGH/Waikato Tainui have been actively working with HCC and Future Proof partners to deliver housing and jobs in Hamilton.

A substantial housing contribution will be enabled by the revised Ruakura Masterplan 2021 that will deliver 4,500 dwellings over three stages of development.

Future Proof and the Waikato Spatial Plan have recognised the rezoning and enablement of medium density housing within the masterplan area as a high priority development for the region, meeting multiple growth and community outcomes.

The Ruakura masterplan incorporates three development stages:

Stage 1 Tramway Block: 65ha gross to accommodate 1,325 dwellings (1,163 dwellings at 40 per hectare and 162 at 60 per hectare).

Stage 2 AgResearch campus: 57ha gross to accommodate 2,150 dwellings (1,880 dwellings at 60 per hectare and 270 at 90 per hectare).

Stage 3 Knowledge zone: 50ha gross to accommodate 1,103 dwellings at 66 per hectare.¹

The housing typologies will be developed through the zoning change process and TGH anticipates a wide range of dwelling types and styles consistent with urban design outcomes. As a guide, stage 1 Tramway is modelled to deliver 88% of dwellings with an average section size of 250m² and 12% at 166m². Stage 2 will have 270 dwellings at 111m² average and stage 3 will deliver 1,100 dwellings at 151m² average section size. These densities are medium to medium high in the Hamilton context to deliver more affordable homes and support public transport, walking and cycling modes of travel.

Stage 1 is proposed to commence in substages of approximately 150 dwellings per annum as soon as rezoning is operative and infrastructure connectivity confirmed by utility providers.

The priority infrastructure to support housing development and jobs is the completion of the Eastern Transport corridor (ETC) to cross the ECMT and join with Fifth Avenue and the cross city connector.

¹ Reference Ruakura Masterplan Land Use Breakdown and Staging, p12

This critical city corridor will enable the eventual full build out of the Ruakura masterplan and in particular, enable a step change in public transport opportunities to support higher density housing close to workplaces.

Additionally, the ETC will enable the full development of the Ruakura inland port, logistics and industrial precincts, assisting the decarbonisation task and eventually transferring 65,000 truck movements to rail.

TGH will work with HCC to deliver the three-waters infrastructure required through a combination of direct provision, upsizing and development contributions. Additionally, TGH will collaborate with HCC to achieve the rezoning to residential through providing planning and other technical expertise to meet regulatory requirements.

Funding assistance is sought for the ETC currently estimated at \$85m. TGH will contribute by making the land available for the route. HCC has made provision in its LTP for commencing funding in year seven. A grant from the Infrastructure Acceleration fund would bring forward the construction of the ETC and materially underpin TGH's ability to deliver housing at scale and pace. The land needed for the ETC is all within TGH's ownership, thus significantly assisting the acquisition process.

Recent visits to Ruakura by Deputy Prime Minister Robertson and Ministers Michael Wood, Stuart Nash, Megan Woods, and Willie Jackson, have reconfirmed the national significance of the total Ruakura development and the contribution that Ruakura can make to meeting Hamilton's housing demand.

The Ruakura masterplan 2021 has been developed to a preliminary stage to signal the broad direction of development but allows partners input to the next level of detail. This is proposed to be developed through the HCC District Plan review programme to meet the NPS UD requirements.

Securing funding for the ETC will provide the critical infrastructure required to enable TGH to progress the Ruakura masterplan (4,500 dwellings over three stages) along with other associated funding and regulatory negotiations and requirements.

Ngaa mihi



Chris Joblin
CEO

PROJECT PLAN

Fairfield-Enderley Urban Development Partnership

The purpose of this project plan is to outline the approach to develop a place-based housing and urban development programme within the Fairfield and Enderley communities, that will be led by a partnership between community, iwi, mana whenua and local and central government.

Context/Background

Area

- For the Fairfield-Enderley Urban Development Partnership (The Partnership), the area boundaries are mostly defined by Comries Road to the north and the Claudelands rail line to the south, Wairere Drive to the east and Heaphy Terrace to the west (see Appendix 1).
- Fairfield and Enderley are mostly residential suburbs, but they also include a significant sports facility at Porritt's Stadium and a wide variety of retail at Five Cross Roads, Davies Corner, Heaphy Terrace, and nearby Chartwell Shopping Centre.
- Situated less than 3km from the Central City, with frequent bus services and local amenity, Fairfield and Enderley offers a fantastic opportunity to reimagine brownfield and infill developments at scale, increasing community connectedness and improving the wellbeing of some of most vulnerable communities in Aotearoa.
- With an estimated 14,000 residents, (8% of Hamilton's population), the Fairfield and Enderley communities have a much higher proportion of Māori (42%) and Pasifika peoples (12%) living in the area compared to the Hamilton City averages (23.7% and 6.1% respectively). The median household income is approximately \$20,000 less than the Hamilton City median (\$74,000) and 34% of residents own their own home, compared to 44% across the city (source: 2018 Census).
- Given its close proximity, the Ruakura priority development area will provide significant employment and economic development opportunities for the Fairfield and Enderley communities. Waikato-Tainui and Tainui Group Holdings (TGH) are key partners for the developments of Ruakura and the 490ha Superhub precinct, anchored by a 30ha inland port. Ruakura is Waikato-Tainui's top economic priority to achieve tribal aspirations for their people from the 1995 Raupatu Settlement.
- While the inland port and related industrial and logistics activities remain the key thrust of the development, an updated master plan proposes to develop land known as the 'Tramway Block' immediately adjacent to Enderley and Hamilton's eastern edge, for mixed-use and residential activities at higher densities in a transit-oriented urban form.

Hamilton City Council

- Hamilton City Council's (HCC) [Housing Strategy](#) sets a vision that every person in Hamilton Kirikiriroa is well-housed*, living in sustainable, flourishing, and connected communities. This is about making sure all Hamiltonians can live in good quality homes that they can afford.
- The Housing Strategy provides a framework for HCC's Housing Action Plan, which includes *Action 10: Develop a precinct plan for Enderley in partnership with Kāinga Ora and the community.*
- There are a number of community, infrastructure and operations, and other initiatives identified in HCC's Long-Term Plan (LTP) in the Enderley and Fairfield area (see Appendix 3).

- The National Policy Statement on Urban Development (NPS-UD) directs local authorities to enable greater supply and ensure that planning is responsive to changes in demand through a statutory plan change process.

Kāinga Ora

- Kāinga Ora – Homes and Communities' (Kāinga Ora) vision is to build better, brighter homes, communities and lives. In order to best meet the aspirations of the communities it serves, Kāinga Ora's place-based approach brings together functions dedicated to service delivery, customer and community engagement and regional planning in Hamilton and Waikato.
- The Government's [Public Housing Plan](#) sets out the public housing supply intentions for 2021-2024 with a build target of an additional 540-640 public homes and 70-320 transitional homes in the Waikato region, to be completed by June 2024. To achieve these targets, Hamilton has been identified as a priority area for development.
- Kāinga Ora owns approximately 800 homes in The Partnership area, most of which are older houses, on large sites that do not meet the area's demand profile. The significant land holdings in the area provides a significant opportunity to increase the number and quality of homes across the public and affordable housing continuum, as well as contribute to the building of sustainable and thriving communities.
- Demand for public housing in Hamilton continues to grow, with an MSD Housing Register of 1568 households in Hamilton as at April 2021. As at June 2021, there were 611 adults and 677 children living in emergency housing. There is also a significant shortfall of affordable homes in Hamilton, as identified in the [Waikato Regional Housing Initiative 2018 Housing Stocktake](#).

Project Outcomes

Below are the *proposed* outcomes of the project, which would be agreed to by the Kaitiaki Group.

Community

- Communities and stakeholders of Fairfield and Enderley are empowered to engage and contribute to the ongoing design and delivery of a community-led, place-based housing and urban development programme.
- Mana whenua aspirations and the right to self-determine better housing and urban development solutions for iwi and Māori are reflected and, where appropriate, enabled.
- Enabling enhanced housing and community outcomes, amenity and assets which support sustainable, resilient and connected communities.
- Alignment with the desired outcomes of HCC's Housing Strategy, Future Proof, Metro Spatial Plan, Hamilton Urban Growth Strategy, Waikato Housing Initiative and other relevant strategic plans and key government partners are reflected, and where appropriate, enabled.
- Enabling a proactive approach to the placement of public housing customers within the additional stock designed to support customers to live well in their homes, while contributing to improved community outcomes, including an improvement in community safety through the management of public housing concentrations in specific areas.
- Enabling improved multi-modal transport connectivity, with a specific focus on the employment, health and education zones within the city, Ruakura, the hospital and the University (including the Eastern Pathways project).

- Contributing to the employment, economic and/or educational outcomes of the people of the area through the development and delivery of the project (including social procurement).
- Improving the engagement, trust and confidence of Kāinga Ora and HCC with the key community stakeholders involved in the project, including improving the understanding of community expectations.
- Establishment of an over-arching, community-led programme of sustainable development initiatives which align with the [Waikato Wellbeing Project](#)*.

Housing and Urban Form

- Enhanced community housing outcomes are enabled through a significant increase in the number and quality of housing stock within the area, across the public and affordable housing continuum.
- A range of environmental enhancements are enabled that will contribute to the longer-term environmental regeneration of the area.
- Enabling a more intensive urban redevelopment plan for the Kāinga Ora-owned land across the public and affordable housing continuum.
- Targeting a substantial increase in the number of Kāinga Ora-owned homes split across the public and affordable portfolio to assist in easing the current unprecedented pressure on the supply of this type of housing. The scale of the increase will be identified as part of the urban development plan.
- A staged redevelopment work programme that maximises community engagement, certainty and outcomes, while minimising community impact during development. Also maximising the efficiency of scale in capital and resource utilisation (including the impact of social procurement).
- Enabling a number of initial smaller-scale, visible improvements with immediate benefit, to demonstrate commitment and positive community outcomes.
- A planning and regulatory environment which accelerates housing delivery and benefit realisation.

Partnership Structure and Delivery

The Project will be led by a Kaitiaki Group and co-ordinated by a Project Team, managed collaboratively by Kāinga Ora and HCC (membership to be determined).

- The Kaitiaki Group will be responsible for providing governance to The Partnership and has overall responsibility for delivery of the Partnership Plan.

Kāinga Ora and HCC will have the following responsibilities:

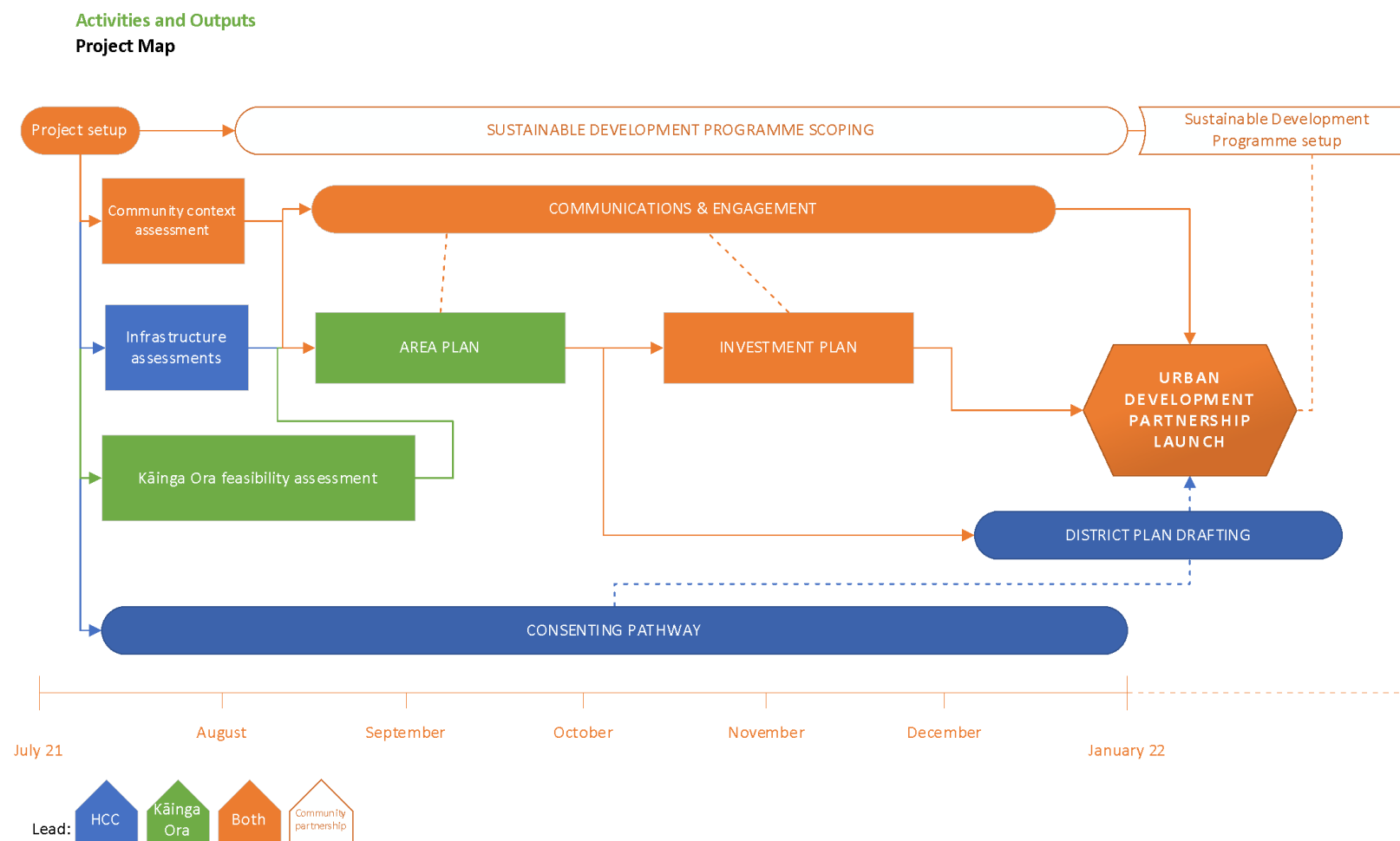
Kāinga Ora

- Provide project management and co-leadership of The Partnership in collaboration with HCC, iwi and mana whenua, community and other stakeholders that will develop a plan to deliver on the above outcomes.
- Facilitate, where possible, an all-of-government response to the development and delivery of the plan.
- Provide communications and engagement resources, including financial resources (TBD what level), and the provision of key insights and data to support and inform The Partnership.

- Develop an Area Plan* within the Fairfield-Enderley geographical area which can then inform, where possible, plan provision drafting in line with the National Policy Statement – Urban Development. The provision of planning and urban design specialists is also required.
- Lead the development of an Investment Plan which details the design, financing and staging of the Fairfield-Enderley Urban Development Partnership.
- Implement the parts of the plan in its scope, and that it has agreed to fund; this will likely be related to engagement around housing and placemaking infrastructure; Kāinga Ora will also facilitate implementation commitments from other government departments where possible.
- Additional external resources to be determined. It is envisaged that third-party consultants will be required to co-ordinate the various partnership activities, undertake assessments as needed, and assist in the development of the final plan.

HCC

- Provide project management and co-leadership of The Partnership in collaboration with Kāinga Ora, iwi and mana whenua, community and other stakeholders that will develop a plan to deliver on the above outcomes.
- Provide communications and engagement resources, and the provision of key insights and data to support and inform The Partnership.
- Collaborate with Kāinga Ora on the development of an Area Plan, ensuring mutually beneficial recommendations, and consistency with the wider NPS-UD District Plan Change Programme.
- Lead the development of an appropriate planning and regulatory framework through changes to the District Plan and streamlining the Council consenting processes.
- Implementation of the parts of the plan in its scope, and that it has agreed to fund.



Timeline of key activities

Start/Finish	Activities	Outputs	Who
July 2021	Project setup: finalise the Project Plan, confirm the Kaitiaki group, project team, and reporting processes	Project Plan Kaitiaki Group Project Team	Kāinga Ora HCC
July 2021	Kāinga Ora internal opportunity memo drafted to confirm next steps and funding	Opportunity Memo	Kāinga Ora
TBC	Opportunity memo presented to Kāinga Ora Nga Pae Tataki for consideration		Kāinga Ora
July 2021	First Project Team meeting		Kāinga Ora/HCC
TBC	First Kaitiaki Group meeting		Kāinga Ora/HCC
TBC	Engagement of consultant(s)		Kāinga Ora/HCC
29 July 2021	Report to HCC Strategic Growth Committee	Council resolution to approve the proposed scope of works and partnership approach	HCC Kāinga Ora
July – August 2021	Community context assessment: consolidate previous consultations and engagement reports, planned works and activities, wellbeing reports	Community context assessment	Project Team
July – August 2021	Stakeholder mapping completed	Stakeholder map	Project Team
July – August 2021	Engagement plan drafted	Communications and engagement plan	Project Team
End of July 2021	Work with HCC staff and consultants for high level infrastructure assessments	High level assessments: Social and Community Infrastructure Transport Three Waters Indigenous Biodiversity	HCC
August 2021	Further workshop on Area Development Strategy data to help inform evidence base		Kāinga Ora HCC
September 2021	Market economics report completed	Market economics report	Consultant
September 2021	Updating of planning feasibility assessment of Kāinga Ora properties (if needed)	Updated feasibility assessment	Consultant
October 2021	Area Plan completed	Fairfield-Enderley Area Plan	Kāinga Ora, supported by HCC

October – December 2021	Investment Plan developed	Investment Plan	Kāinga Ora
January 2022	District Plan change drafting begins		HCC
February 2022	Fairfield-Enderley Urban Development Plan completed	Fairfield-Enderley Urban Development Partnership launch	Kaitiaki Group and Project Team
February 2022 onwards	Implementation of plan and ongoing community engagement		Project Team

Key messages

- Kāinga Ora and Hamilton City Council are currently working to establish a Fairfield-Enderley Urban Development Partnership consisting of iwi and mana whenua, community, local and central government, and other stakeholders, to develop a programme that aims to achieve outcomes that meet the aspirations of the community.
- The Fairfield and Enderley area provides significant opportunity for an urban development programme; it has a passionate and well-connected community, is well situated – being in close proximity to the central city, close to local services and transport links, and provides significant opportunity to benefit from the neighbouring Ruakura development.
- Kāinga Ora owns a large number of homes in the area which presents an opportunity to significantly increase the number of warm, dry public and affordable homes, to help meet the demand across the public and affordable housing continuum in Hamilton.

Further messaging will be developed as part of an engagement and communications plan.

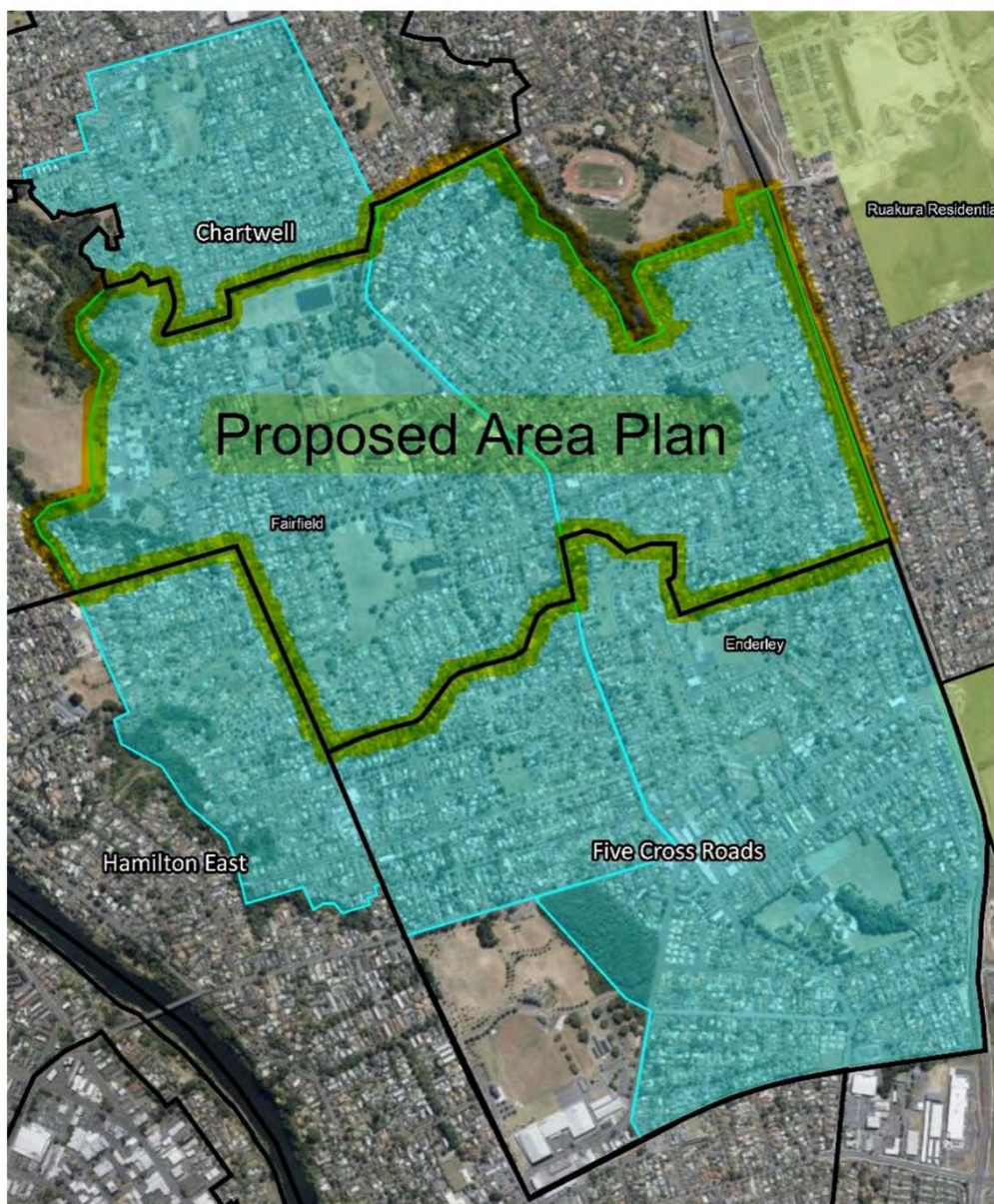
Appendices

1. Geographical Area
2. Definition of Terms
3. Enderley Projects – HCC 2021-31 Long Term Plan

APPENDIX 1: GEOGRAPHICAL AREA

Blue highlight: Fairfield-Enderley Urban Development Partnership geographical area

Yellow highlight: Proposed Area Plan boundary



APPENDIX 2: DEFINITION OF TERMS

Well-housed

Being 'well-housed' in a decent home reflects the agreed global status of adequate housing as a human right. It emphasises that a home is more than a house and that values such as whanaungatanga (kinship), kaitiakitanga (stewardship), manaakitanga (respect), dignity, decency, fairness, equality, freedom, wellbeing, safety, participation, partnership, community and responsibility are embodied in the right to a decent home. These values are consistent with Te Ao Maaori and the Maaori and Iwi Housing Innovations Framework for Action (MAIHI).

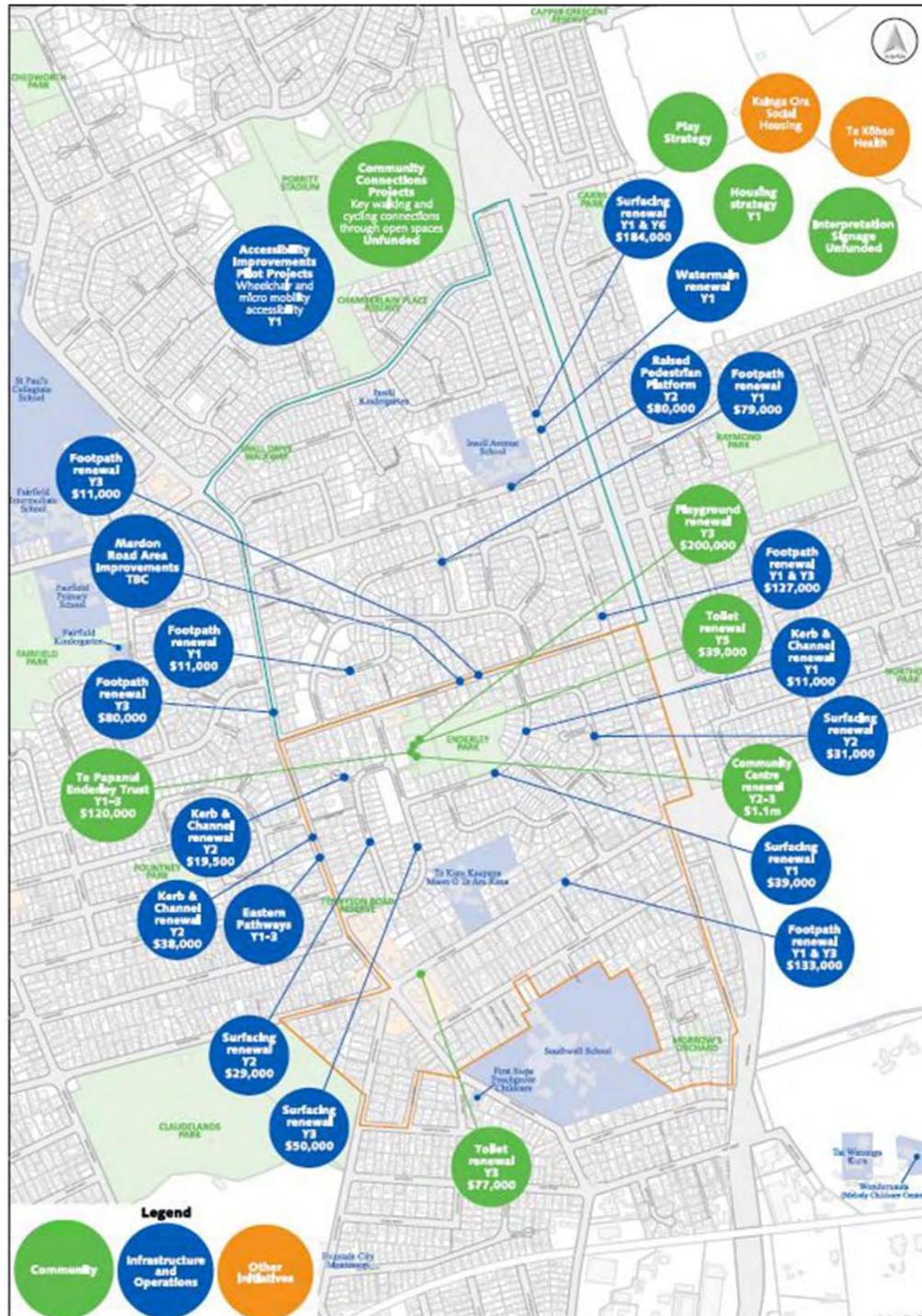
Area Plan

An Area Plan is a non-statutory spatial planning tool that is forward-looking, but considers the existing context, opportunities and constraints. They identify the locations of the city where particular planning will be required to ensure the effects of rezoning for intensification will not be detrimental, and to promote well-functioning urban environments.

Waikato Wellbeing Project

The Waikato Wellbeing Project is a regional initiative to achieve a more environmentally sustainable, prosperous and inclusive Waikato region by 2030. Ten regional targets have been developed in alignment with the United Nations Sustainable Development Goals (SDGs). The intersecting nature of the SDG targets, particularly across Fairfield and Enderley, positions these communities as high priority opportunities for radical transformation and sustainable development initiatives.

APPENDIX 3: ENDERLEY PROJECTS – HCC 2021-31 LONG TERM PLAN



Acronym Glossary

Acronym	Meaning	Reference
ARI	Average Recurrence Interval (rainfall)	
CBD	Hamilton's Central Business District	
CIP	Crown Infrastructure Partners	
DBC	Detailed business case	R1-29
DC	Development Contributions	
HASHA	Housing Accord Special Housing Area	R2-4
HBA	Housing Development Capacity Assessment (for NPS-UD)	R1-19
HCC	Hamilton City Council	
HIF	Housing Infrastructure Fund	PS4
IAF	Infrastructure Acceleration Fund	
ICMP	Integrated Catchment Management Plan	PS18, R-16
IFF	Infrastructure Funding and Finance Act	
LTP	Long-Term Plan	
MADE	Rotokauri North Holdings Ltd	
MOU	Memorandum of Understanding	
MSP	Hamilton-Waikato Metro Spatial Plan	
NPS-FW	National Policy Statement on Urban Development	
NPS-UD	National Policy Statement on Urban Development	
ODP	Operational District Plan	CC14
PDA	Private Developer Agreement	R2-4
RDL	Rotokauri Development Limited	
RPS	Waikato Regional Policy Statement	CC20
RTLTP	(funding)	CC10; R1-29
TGH	Tainui Group Holdings	
TIO	(NZTA?)	PS8
WINTEC	Waikato Institute of Technology	

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	See "Rotokauri Stage 2 – Hamilton Attachments" for all attachments. Page references below: Rotokauri Stage 2 map Futureproof mayors cover letter (pg 1) Capital cost inflation assumptions (pg 5) Acronym glossary (pg 11)



Part C Eligibility Criteria 2: Eligible Infrastructure Project/s – dwellings enabled and timeframes question (c)	Yield and IAF funding sought tables (pg 7)
Part C Evaluation Criteria: 4.3	Letter of support from MADE (Rotokauri North Holdings Ltd) (pg 8)

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: Hamilton City 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	Greg Carstens Unit Manager Growth Funding & Analytics DDI: (07) 959 9064 Email: greg.carstens@hcc.govt.nz

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)]

Rotokauri North Holdings Ltd (referred to as MADE)
--



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

Name:	Rotokauri Stage 2		
Location (suburb and city):	Rotokauri, Hamilton		
Territorial Authority region:	Hamilton City		
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: \$ 59,196,238

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031 – onward s
Amount (\$)	\$0	\$26,242,468	\$15,712,384	\$13,176,134	\$1,065,250	\$500,000	\$500,000	\$500,000	\$500,000	\$1,000,000.00





Kāinga Ora

Homes and Communities

Part B - Proposal Information

1. Please describe:

(a) the housing development and associated housing outcomes;

Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$67,941,475. Refer to Capital Cost Inflation Assumptions attachment (pg 5).

Rotokauri Stage 2 is a strategic growth area zoned Future Urban comprising approximately 300 hectares, in the northwest of Hamilton. If the eligible infrastructure set out in this Expression of Interest (Eoi) was funded through the IAF an anticipated 2,500 homes would be delivered in the next 10 years.

The proposal includes 1,450-1,900 medium density dwellings to be delivered by a single developer, as part of a private plan change to rezone approximately 130ha to medium density residential zone, along with a neighbourhood retail centre. The developer (MADE Group Limited also referred to as Green Seed or Rotokauri North Holdings) entered into a Private Development Agreement in 2019 to support a special housing area (SHA) that was established under the Housing Accords and Special Housing Areas Act 2013 (HASHA) for 133ha. The PDA commits the developer to deliver 10% of total dwellings sold to a First Home buyer at a value no more than 90% of the average Hamilton City residential house value as determined by Quotable Value. A minimum of 145 - 160 but up to 240 affordable homes have been signalled to be provided by the developer. HCC understands that 188 homes within the first stage will be social housing purchased by Kāinga Ora and first home builds.

Rotokauri is a strategic development priority in the Futureproof area, as stated in the Hamilton Urban Growth Strategy, Hamilton-Auckland Corridor Plan and the Hamilton Waikato Metro Spatial Plan. It has strong public transport connections following significant investments made by Waka Kotahi and Hamilton City Council in the Te Rapa Bypass (which becomes the Waikato Expressway) and the Rotokauri Transport Hub. It is a short distance to the WINTEC Rotokauri campus, Hamilton's largest retail hub outside the CBD (The Base), and substantial current and future employment areas in Rotokauri and Te Rapa. Rotokauri also has high levels of amenity due to its natural landscape and proximity to the Waiwhakareke Natural Heritage Park and Hamilton Zoo. There is strong support from the major developer in the catchment to partner in the successful unlocking of this housing development.

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

Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$67,941,475. Refer to Capital Cost Inflation Assumptions attachment (pg 5).

This area of greenfield development is currently working through a private plan change where the deferred residential zoning is being removed and new zoning being



applied. The eligible infrastructure required to activate the housing outcomes in this new zoning area, and in the balance of Rotokauri Stage 2, includes (refer also to attached Rotokauri Stage 2 map showing the infrastructure elements for the bid):

- New arterial road connecting Te Rapa Road, under the Waikato Expressway to the southern boundary of the development area
- New stormwater treatment devices sufficient to treat the arterial road run off
- New strategic 650mm diameter bulkwater mains from Te Rapa Road into the centroid of the development area.
- Two new Strategic Wastewater pump stations and associated rising mains
- Upsize funding for the balance of the new minor arterial, within the development area

The new arterial corridors provide the corridor for bulk water and wastewater servicing and are essential to get this development fully away.

It is anticipated that the developer will fund all of their local infrastructure for the plan change area. The bid includes a fund for upsizing three waters where networks are required to service growth beyond the active development community. The bid does not include any funding to upsize transport corridors.

HCC is currently undertaking a designation for the arterial corridors and associated stormwater areas to secure the footprint for these key corridors.

(c) current status and timing.

The works listed in (b) are currently unfunded in the approved 2021-31 LTP with the exception of:

- the arterial road designation, which is underway
- one of the stormwater management devices associated with the arterial corridor in the industrial area near Arthur Porter Drive

Notwithstanding challenges in HCC's ability to borrow, work has been completed to progress the three waters components to a concept level covered by the Mangaheka Integrated Catchment Management Plan and to prepare preliminary designs of the arterials and associated stormwater management devices as required by the designation process.

All elements require land procurement, detailed design and consents obtained before physical implementation.

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	\$ 2,212,100	Medium	Concepts complete for most elements and designation underway	\$ 1,653,724
Costs of designing, consenting and tendering	\$ 4,307,776	Low	Based on current LTP provisions	\$ 3,433,105
Land acquisition	\$ 23,719,850	Low	Based on current LTP provisions	\$ 21,155,640 [note, costs under this category must be wholly required for Eligible Infrastructure Projects to be eligible for IAF funding]
Construction	\$ 38,745,555	Low	Based on current LTP provisions	\$ 32,953,769
Administrative costs for establishing complementary financing	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ [provide a breakdown of these other costs, i.e., BAU administrative costs]	Choose a confidence level.	Click or tap here to enter text.	[note, costs that are not in one of the categories above are not eligible for IAF funding . See "Eligible Costs"].
Total	\$ 68,985,281 [total should equal amount in table 2b below]			\$ 59,196,238

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	\$ 29,707,200	Low	Based upon current LTP provisions	\$ 24,368,657
Three Waters	\$ 39,278,081	Low	Based upon current LTP provisions	\$ 34,827,581
Flood Management	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other Eligible Costs ¹	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ [Please provide a breakdown of these other costs, i.e., for community infrastructure not funded under the IAF]	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	\$ 68,985,281 [total should equal amount in table 2a above]			\$ 59,196,238

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)	\$ 540,182 [note, this should exclude amounts paid for by the Territorial Authority and recovered through development contributions]	Council has assumed that any changes to the timing of debt incurred (accelerating projects from the latter end of the LTP to the short to medium term) can be accommodated within the councils financial strategy including debt covenants. This is a big assumption and it is likely that any council contribution will need to be in latter years to minimise a breach of debt/revenue, noting that entering into contracts is likely to have debt/revenue implications regardless of timing.

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



Territorial Authority (anticipated to be recovered via development contributions)	\$ 4,370,568 <i>[note, this should only include amounts paid for by the Territorial Authority but which are expected to be recovered through development contributions]</i>	Council has used current DC policy and LTP projects assuming that any changes to the timing of debt incurred (accelerating projects from the latter end of the LTP to the short-medium term) can be accommodated within the council's financial strategy including debt covenants, and that DCs include only DCs that would be collected of the IAF funding was approved. The timing of funding is a big assumption and it is likely that any Council contribution will need to be in latter years to minimise a breach of debt/revenue, noting that entering into contracts is likely to have debt/revenue implications regardless of timing. A stormwater management device in the industrial area associated with the arterial corridor is included in the 2021-31 LTP. The designation for arterials and associated stormwater attracts DCs but has not been included in the bid.
Developer / landowner (other than from development contributions)	\$ 4,878,293 <i>[note, include any other amounts paid for by the developer(s) and landowners other than via development contributions or IFF levies]</i>	Council has made a number of assumptions around what developers will be expected to contribute. The assumptions are that they will contribute the hypothetical cost of land and infrastructure required to service their development, indicatively including: - Land (road – collector road standard, all stormwater treatment land) - Road (all local and collector roads within the development area including those identified in the approved structure plan, the collector road equivalent to the minor arterial road) - Water (all services less than 450mm diameter) - Wastewater (all rising mains, all pump stations sized for the development area) - Stormwater (all devices sized for the development area) For the purposes of the EOI the anticipated value shown here is the total cost less total bid cost and LTP funding inside the 10 year period because there is no other approved funding from other sources. Note HCC will be required to have a upsize funding source not included in the bid.
Waka Kotahi	\$ 0	There is no approved funding from Waka Kotahi associated with the transport infrastructure identified in section 1(b) Waka Kotahi has indicated they have a funding shortfall in the NLTP and it is unlikely that further funding will be committed to the Rotokauri Arterials in the immediate future. In the unlikely event that any subsidy is received from Waka Kotahi it will be netted off the IAF funding, if granted.
DIA Three Waters funding	\$ 0	There is no approved three waters funding associated with the infrastructure identified in section 1(b)
IFF funding	\$ 0	There is no approved IFF funding associated with the infrastructure identified in section 1(b).
Other central government funding (e.g., CIP)	\$ 0	There is no approved other central government funding associated with the infrastructure identified in section 1(b)



shovel ready funding)		
Other non-government funding	\$ 0	There is no approved non government funding associated with the infrastructure identified in section 1(b)
Sub-total (excluding IAF Funding)	\$	<i>Not applicable</i>
IAF Funding Sought	\$ 59,196,238 [note should equal amount in table 2a above]	<i>Not applicable</i>
Total including IAF Funding	\$ 68,985,281 [note, should equal total cost in tables 2a and 2b above]	<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**

There are no other funding arrangements in place with central government for any of the infrastructure listed in 2(b)

- (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 non-financial powers of central government are key to the scale and pace of this proposal and would include the assistance with the approvals and consents listed below. We envisage an All of Government support framework and single point of contact for all financial and non-financial decisions and approvals to enable the proposal.

- Call in or fast track for all consents (including consents required for construction activities) and arterial road designation.
- Call in and fast track of any required Heritage authority approvals.
- Call in and fast track of any required Department of Conservation approvals including wildlife permits.
- Call in and fast track of all Regional Council consents.
- Waka Kotahi (NZTA) road controlling authority approvals in relation to State Highway 39 connections and any urban improvements (eg footpath/cycleway/ bus stops) required in the State Highway 39 corridor.



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>NA</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>2,931</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.							
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, Whangārei 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).



Eligibility Criteria	Applicant response																																						
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. <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>(a) Confirm the Eligible Infrastructure Project(s) for which funding is sought are wholly or primarily for the purpose of enabling additional dwellings.</p> <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> <p>(b) State the expected number of additional dwellings to be built (to completion) over each year:</p> <table border="1"> <thead> <tr> <th></th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>2029</th><th>2030</th><th>2031</th><th>2032</th><th>2033</th><th>2034</th><th>2035</th><th>2036 onwa rd</th></tr> </thead> <tbody> <tr> <td>No. Dwellin gs (within each period)</td><td></td><td>225</td><td>394</td><td>239</td><td>258</td><td>303</td><td>376</td><td>458</td><td>97</td><td>97</td><td>97</td><td>97</td><td>97</td><td>97</td><td>96</td></tr> </tbody> </table> <p>(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.</p> <div style="border: 1px solid black; padding: 5px;"> <p>The analysis to determine the total yield and annual uptake for Rotokauri Stage 2 has used statement of intent from developers where available, subdivision consents and masterplans where applicable, and conservative capacity and demand assumptions in the balance areas where more detailed information is not available. Further details have been provided as appendices.</p> </div>	Response		Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036 onwa rd	No. Dwellin gs (within each period)		225	394	239	258	303	376	458	97	97	97	97	97	97	96
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Eligibility Criteria	Applicant response						
<p>3. Eligible Costs</p> <p>Funding requested under the Proposal relates to the following costs:</p> <p>(a) feasibility studies and other early-stage planning work;</p> <p>(b) designing, consenting, tendering and acquiring land (where it is wholly required for Eligible Infrastructure Project(s));</p> <p>(c) constructing Eligible Infrastructure Projects; and</p> <p>(d) in limited situations, non-capital administrative matters, where these are necessary to establishing complementary financing.</p>	<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> <p>(a) feasibility studies and other early-stage development work;</p> <p>(b) designing, consenting, tendering and acquiring land (where it is wholly required for Eligible Infrastructure Projects);</p> <p>(c) constructing Eligible Infrastructure Projects; and</p> <p>(d) in limited situations, non-capital administrative matters, where these are necessary to establishing complementary financing.</p> <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"/>						





Kāinga Ora

Homes and Communities

(ii) Evaluation Criteria

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>For context, the eligible infrastructure will enable nearly 3,000 houses with 2,500 in the first 10 years. Across the next 10 years this is more than substantial, representing 20% of Hamilton's total projected house delivery of around 12,000 houses per year over that period.</p> <p>In terms of the pace of development, the main developer (MADE) has indicated their housing development will release sites quickly for development, approximately 200-450 houses in the short term to medium term. The balance of Rotokauri Stage 2 is projected to deliver approximately 100 per year once a plan change is complete. This is significant both in relation to other growth areas of the city and as compared to the total anticipated city demand.</p>
1.2	<p>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]</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>The main developer (MADE) has indicated they will deliver 50% Standalone, 25% duplex and 25% terrace housing. We can expect similar typologies in the balance areas of Rotokauri Stage 2.</p> <p>(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region)⁴; and</p> <p>The Developer has committed 10% of total dwellings being sold to a First Home buyer at a value no more than 90% of the average Hamilton City residential house value as determined by Quotable Value. Approximately 145 - 160 but up</p>

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



Evaluation Criteria – Housing Outcomes 40%		Applicant response
	<i>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.]</i>	<p>to 240 affordable homes have been signalled to be provided by the developer. Note that this is a different affordability metric to First Homes Grant 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>Private Developer Agreement with HCC and the proposed District Plan rules requiring minimum of 10% as affordable homes.</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>Hamilton has one the smallest land areas of any territorial authority, with a drive of just under 16km from the top of Rototuna in the northeast to bottom of Melville in the southwest. As a result, demand tends to be at a citywide level with people easily able to live in any part of the city and commute to another for work, education or recreation.</p> <p>The Future Proof NPS-UD Housing Development Capacity Assessment (HBA) 2021 identified the need for an additional 3,500 dwellings in Hamilton (4,200 with a 20% margin applied) by 2023. This expands to 11,900 additional dwellings in the medium term (14,300 including a 20% margin). Particular shortfalls were identified in the lower to mid value bands with this gap projected to expand over time.</p> <p>(From the HBA) The total dwelling demand by dwelling value band for Hamilton City between 2020 and 2030 is 6,500 for \$500k and under, 5,000 for \$500k-\$1m and 400 for \$1m+ dwellings, under the "current prices" scenario.</p> <p>A housing preference survey commissioned by Future Proof in mid 2020 showed that 80% of respondents preferred a standalone house, however, when factors like affordability constrained their choices, this reduced to 56%. Greenfield development areas are important for delivering choice to buyers. Consenting over the last 5 years saw an average of about 40% standalone houses across Hamilton, however in the greenfield areas like Rotokauri, over 60% of consents were for standalone houses. The development area is expected to meet some of this demand.</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. via public transport and/or active transport).</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
		Type of amenity and opportunity (both existing and planned)	
		(i) employment opportunities (i.e., local industry and employment bases);	The development area is immediately adjacent to a large future employment zone (approx. 55ha zoned land). There are extensive existing employment opportunities in the Te Rapa Industrial zone and Northgate commercial area (22,800 jobs and 1550 business units in 2020). These areas are currently less than 5km from the development area. The Hamilton City CBD is 11km away, and the Waikato Hospital is 13km.
		(b) (ii) educational facilities (i.e., local primary schools and secondary schools); and	We understand from the Ministry of Education that existing schooling provision can accommodate the development in the short term (primary 3.8km; secondary 7.5km) and additional primary provision is planned within the development area in the medium term. The development area is also 6.7km to the Wintec Rotokauri campus and Nga Taiatea Wharekura (4.6km), and various early childhood facilities are located nearby (closest 4km). It is expected that new early childhood facilities will be established in the development area as development progresses.
		(iii) other amenities (i.e., social amenities such as recreation and cultural facilities and retail and shopping).	The development area is close to The Base retail complex 6 Km, Te Rapa commercial area 7.6 Km, Rotokauri lake 6.1 Km, Waiwhakareke Natural Heritage Park 3.6 Km, Hamilton Zoo 3.6 Km, Rotokauri Transport Hub 5.5 Km, has easy access to the CBD 5.6 Km, and northern expressway, access to Waikato river 5Km, gully networks, streams, planned cycle and walking paths, future sports park and esplanade reserve.
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> <div> <p>The proposed development will enable housing at a greater density than has previously been provided for in greenfield growth cells and enables a wider range of typologies. The provision of medium density and terrace housing will support the ability to deliver a high amenity greenfield development that is supportive of creating a</p> </div>	



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		walkable and cyclable environment. The development is in close proximity to a public transport hub and a range of commercial and employment activities.
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>The housing development is not on Māori land.</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>Mana whenua have been involved in the development of the arterial road notice of requirement. Local hapu and Iwi have been involved in the private plan change request for Rotokauri North, and submitted in support of the plan change.</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>The development proposal is immediately north of the recently constructed Rotokauri Transport Hub which provides residents within the growth cell with multiple transport opportunities. The hub is a park and ride, rail station for Te Huia, bus interchange and includes a pedestrian connection to The Base.</p> <p>Currently there are walking, cycling and bus services with their supporting infrastructure is available to the edge of the development area. The growth cell as development occurs has also been master planned with significant focus on public transport and modal shift with a target of 30% users of public transport.</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> <p>A stand of remnant indigenous vegetation is to remain, protected as a significant natural area.</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>The major developer supports this proposal as evidenced in the attached letter of support.</p> <p>The developers will deliver infrastructure within their development area that is consistent with the emerging District</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		Plan provisions for transport and three waters networks and will integrate with existing networks and designations.
		Updated Private Development Agreement(s) are expected and will be required as part of any final funding arrangements.
		(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.
		The stormwater treatment has been assessed through a comprehensive catchment management plan process, and all environmental compliance obligations can be met. The arterial road notice of requirement is being prepared and will also meet all environmental compliance obligations through the conditions of designation. Significant work is underway to protect ecology including work related to native mudfish.



Evaluation Criteria – Impact of funding 20%		Applicant response
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) Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</p> <p>All strategic infrastructure listed in section 1(b) is an essential prerequisite for new housing in the Rotokauri Stage 2 area. The infrastructure has been developed, sized and located based on the overall catchment to be ultimately served and is beyond the ability of any single developer in Rotokauri to progress on their own from a financial or legislative powers perspective.</p> <p>The 2,931 houses are unable to be fully delivered without the infrastructure providing the critical road and water services required to unlock the development.</p> <p>(b) Describe how the IAF funding requested is critical to the delivery of that infrastructure.</p> <p>All strategic infrastructure listed in section 1(b) is beyond the ability of the developer to progress on their own from a financial or legislative powers perspective. In addition, Hamilton City is at or near its debt limits in the 2021-31 LTP and only a small proportion of the necessary funding is available in the latter part of the 10 year period for the arterial road. IAF funding is needed to accelerate the essential infrastructure while avoiding the debt implications for Hamilton City. Without an off balance sheet intervention, the investment in infrastructure cannot occur in the short to medium term.</p> <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> <p>NA</p>



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 rises, prudent borrowing, or use of the IFF framework) have been exhausted.	<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> <div> <p>To date HCC have:</p> <ul style="list-style-type: none"> - increased rates by 9.7% in year 1 of the 2018 LTP and 8.9% in year 1 of the 2021 LTP¹ - increased DC revenue to accommodate the infrastructure required - commenced a business case with Waka Kotahi with a view to obtaining a subsidy </div> <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> <div> <p>HCC has exhausted the available conventional funding mechanisms to fund the required strategic infrastructure largely because HCC's balance sheet / LTP has not been able to accommodate funding despite c. 9% rates rises in the last two LTP's.</p> </div> <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).⁵</p> <div> <p>https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf</p> <p>A small part of the necessary funding is provided for the arterial road in the latter end of the LTP.</p> </div>

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

⁵ Developer and Māori Applicants should provide the most recent Long Term Plan publicly available, and answer this to the best of their knowledge.



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 style="border: 1px solid black; padding: 5px;"> <p>The developer has committed to a Private Development Agreement for Rotokauri Stage 2. It is expected that some updated form of the PDA will be needed for all infrastructure required for housing (not just IAF funded infrastructure).</p> </div> <p>(b) the expected quantum of such co-funding; and</p> <div style="border: 1px solid black; padding: 5px;"> <p>\$ 9,248,861</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 style="border: 1px solid black; padding: 5px;"> <p>Developer contributions and Private Developer agreements (per Part B,2c)</p> </div>





Kāinga Ora
Homes and Communities

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;"> <p>Approximately 140ha of land is currently subject to a private plan change to rezone to medium density residential, which will provide for an expected yield of 1,600 dwellings. A remaining area of approximately 160ha will need to be rezoned from Future Urban to enable urban residential development.</p> <p>The in-progress arterial network designation will lead to a series of designation plans and conditions. The IAF funding will allow the production of the plans and investigations to resolve the designation conditions and to allow the purchase of land for these infrastructure networks (noting that the arterial corridors provide access and space to install strategic wastewater and water supply to support land development).</p> </div> <p>(b) Please complete the milestone table below, regarding the Eligible Infrastructure Project(s) only, and not the housing development.</p> <table border="1"> <thead> <tr> <th>Milestone</th> <th>Status</th> <th>✓</th> <th>Expected Date</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Procurement of construction contractors</td> <td>Suitable tender complete</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Tender evaluation in progress</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Request for Tender in the Market</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>About to put out a Request for Tender to the market</td> <td><input checked="" type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Construction contracts not yet contemplated</td> </tr> <tr> <td rowspan="2">Detailed Design</td> <td>Detailed Design Complete</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Detailed Design Underway</td> <td><input type="checkbox"/></td> <td>Click or tap to enter a date.</td> <td>Click or tap here to enter text.</td> </tr> </tbody> </table>			Milestone	Status	✓	Expected Date	Comment	Procurement of construction contractors	Suitable tender complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Tender evaluation in progress	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Request for Tender in the Market	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	About to put out a Request for Tender to the market	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Construction contracts not yet contemplated	Detailed Design	Detailed Design Complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.	Detailed Design Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
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	Detailed Design Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.																															



	Detailed Design to commence	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Detailed design is subject to funding approval Requires completion of arterial designation to confirm scope and extents water and wastewater design requires demand confirmation and is yet to commence.
Designations/Consents	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Lodged	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	In preparation	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Arterials network and associated stormwater designation is underway looking to lodge in 2022.
Land Acquired	Yes	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Being negotiated under PWA (please indicate stage below)	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Has not commenced	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Subject to funding approval and confirmation of designation extents
Preliminary design and costing	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Arterial network and associated stormwater designation will produce preliminary design, confirm scope and costing Water and wastewater are still at concept design level and preliminary design is yet to commence.
	None	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Business Case or Investment Case	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Waka Kotahi Single Stage Business Case for the arterial transport network is underway as part of the designation process
	None	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Other approvals	(i.e. Council committee, Waka Kotahi approvals)	<input type="checkbox"/>	Click or tap to enter a date.	There will be a number of approvals to be sought via Council and other partners like Waka Kotahi or Waikato regional council. Some of these will be Council endorsements for developer agreements, MOUs, designation lodgment and compliance with designation conditions/plans, consent applications etc



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> <p>The developer has committed to a private development agreement for Rotokauri Stage 2. The PDA commits the Developer to submit a resource consent for a minimum of 200 dwellings per annum until the minimum yield has been achieved. See the attached letter of support from Rotokauri North Holdings Limited (MADE).</p> <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> <p>No conditions have been granted to the developer in discussions for the delivery of Rotokauri Stage 2.</p>
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4.3	Demonstrated alignment between all parties including Territorial Authorities, Regional Councils, mana whenua and developers needed to advance the housing development.	<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="842 440 1744 501" style="border: 1px solid black; padding: 2px;">This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</div> <p>(b) Regional Councils;</p> <div data-bbox="842 552 1744 612" style="border: 1px solid black; padding: 2px;">This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</div> <p>(c) mana whenua;</p> <div data-bbox="842 663 1744 724" style="border: 1px solid black; padding: 2px;">This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</div> <p>(d) developers (to the extent possible); and</p> <div data-bbox="842 775 1744 836" style="border: 1px solid black; padding: 2px;">The proposal is within the control of a single developer who has indicated their full support as evidenced in the attached letter of support.</div> <p>(e) any others,</p> <div data-bbox="842 887 1744 948" style="border: 1px solid black; padding: 2px;">Ministry of Education has been actively involved in planning schools for the developing Rotokauri area.</div> <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> <div data-bbox="842 1066 1744 1171" style="border: 1px solid black; padding: 2px;">Hamilton has a proven track record of delivering the type of infrastructure identified in 1(b) both as Council led infrastructure or developer led infrastructure that Council upsizes. All Council capability is demonstrated through the Housing Infrastructure Fund project entered into in June 2018 for Peacocke – currently on time and on budget despite the impacts of COVID-19.</div> <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>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).</p>	
		Infrastructure experience	
		Relevant party	Describe prior example [insert name, location, number of dwellings]
		Hamilton City Council	Housing infrastructure fund, all LTP capex projects.
		Click or tap here to enter text.	Click or tap here to enter text.
		Click or tap here to enter text.	Click or tap here to enter text.
		Housing development experience	
		Relevant party	Describe prior example [insert name, location, number of dwellings]
		Rotokauri North Holdings Limited (MADE)	To date, MADE (or related entities) has completed over \$1.07bn of development ranging from niche rural lifestyle to large scale CBD apartment developments. MADE currently has \$2.9bn of developments in progress, of which their flagship is the Auranga development in Drury Auckland. This is a master planned residential community which is consented for 3000 homes. The first stages including 500 sites, 200 homes, 3.5k of coastal walkway, dog park, exercise park, village square and café, running track and floating jetty are already complete. Work is currently underway on the delivery of a further 400 sites and planning for a new primary school is underway.
		Click or tap here to enter text.	Click or tap here to enter text.
Click or tap here to enter text.	Click or tap here to enter text.		



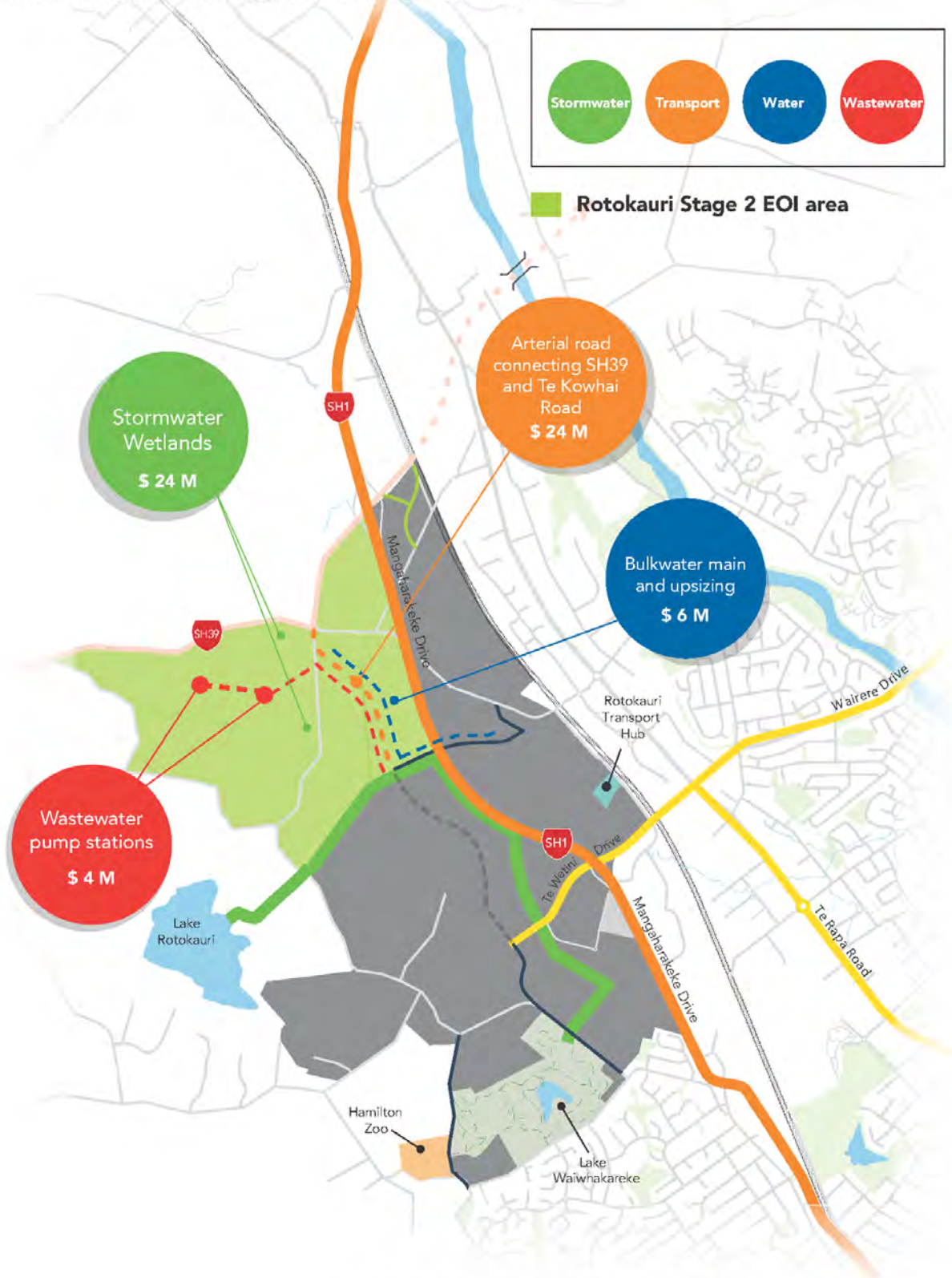


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ROTOKAURI STAGE 2

KEY PROJECTS - UNINFLATED IAF BID



*Cost for key projects are uninflated. See EOI document for full figures.

Future Proof Implementation Committee
c/o Waikato Regional Council
(Administering Authority)
Private bag 3038
Waikato Mail Centre
Hamilton 3240

13 August 2021

Andrew Mackenzie,
Chief Executive
Kāinga Ora – Homes and Communities

Dear Andrew,

Infrastructure Acceleration Fund Expressions of Interest

The Future Proof Partnership would like to commend the Government for its commitment to increasing the pace and scale of housing delivery through its Infrastructure Acceleration Fund (IAF).

Future Proof Partners are in an ideal position to utilise this fund to support the Government's objectives for improving housing affordability and delivering housing at pace and scale. A number of opportunities exist within the sub-region where IAF funding can be successfully applied in an accelerated timeline to achieve the funds outcomes.

Future Proof's expressions of interest comprise:

Hamilton

1. Ruakura-Enderley/Fairfield
2. Central City
3. Rotokauri Stage 1
4. Rotokauri Stage 2
5. Peacocke South
6. Rototuna North East

Waipā

7. Te Awamutu Growth Cell 11

Waikato District

8. Huntly / Ohinewai
9. Hopuhopu
10. Ngāruawāhia
11. Horotiu.

Each of these applications is consistent with the objectives of the Urban Growth Agenda (UGA), consistent with the Hamilton-Waikato Urban Growth Partnership and consistent with the Future Proof

Growth Strategy, the Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme. These proposals can be delivered in the short-medium term as many are well advanced in terms of planning, and we have a motivated development community who are ready to work with our local authority partners to deliver housing and community spaces within an accelerated timeframe.

Each application represents a co-funding opportunity between central government, local government and the private sector. Details of these commitments are provided in the individual expressions of interest.

Our history of collaborative planning, our track record of delivery, as well as our commitment to enduring partnerships with Iwi, central government, and the private sector should provide the Government with confidence that any successful Future Proof IAF bid will deliver on desired housing outcomes.

Future Proof Partnership

The Future Proof partnership includes the territorial authority areas of Hamilton City Council, Waipā District Council, and Waikato District Council. The Future Proof partnership was set up to consider how the sub-region should develop into the future. The Future Proof partnership includes Iwi, local government, Waka Kotahi, the Waikato District Health Board and central government. The partnership recognises that this collaborative, boundaryless, sub-regional approach is needed to achieve successful growth. The governance of the partnership includes three Cabinet Ministers.

Strategically located at the heart of the upper North Island, with direct transport links to Auckland and Tauranga, our area is the third fastest growing urban centre in New Zealand. With the population of the sub-region projected to increase by 31 percent over the next 30 years, collective planning, and action between government, tāngata whenua, residents and businesses is critical to its integrated development and long-term sub-regional and national prosperity.

The value of Future Proof lies in this partnership approach. Future Proof has access to significant resources across the four local authorities to develop and give effect to the Future Proof Growth Strategy and related initiatives. It provides a vehicle for ongoing collaboration and implementation. It enables joined up thinking across the partnership.

The Future Proof Strategy itself is a 30-year growth management and implementation plan to manage growth in a collaborative way and to address complex planning issues, especially cross-boundary and infrastructure matters. Building on the platform of the previous strategy, it combines the agreed Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme, into a single strategy for the sub-region. The strategy (currently in draft), will also be the first key step in implementing National Policy Statement for Urban Development (NPS-UD) in terms of desired urban form and transport outcomes, and the framework for changes to the Regional Policy Statement and District Plans. The Future Proof partnership has a clear and agreed understanding of the best opportunities for application of the IAF within the sub-region.

Urban Growth Agenda and Future Proof

The spatial planning pillar of the UGA is primarily delivered through Urban Growth Partnerships between the Crown, local government, Iwi and local communities. Under this pillar of work, Future Proof has been the vehicle for development of both the Hamilton-Auckland Corridor Plan and Implementation Programme (H2A Plan) and Hamilton-Waikato Metro Spatial Plan (MSP).

The H2A Plan sets the spatial intent for the Hamilton to Auckland Corridor and the MSP is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.

Like the H2A Plan, the MSP is designed to deliver on the objectives outlined in the UGA; specifically in respect of removing barriers to the supply of land and infrastructure and allowing cities to grow up and out strategically. The MSP sets out how and where the area should grow, develop, and move around long-term to ensure social, economic, and environmental prosperity.

In addition to these plans, we are currently partnering with central government on the development of a comprehensive Programme Business Case to identify a rapid and frequent transport network that will support the urban development objectives of the MSP and are actively collaborating with Kainga Ora on implementing the NPS-UD to support their objectives and improved housing outcomes.

These comprehensive and collaborative planning endeavours across the sub-region provide long-term clarity of direction and ensure that all partners are aligned in their vision for future growth.

The Housing Problem

Through research undertaken by the Future Proof partnership, Waikato Housing Initiative (WHI) and the development of the Hamilton City Housing Strategy; the Future Proof partnership has a good understanding of the housing challenges within the sub-region.

There is a current and pressing need to increase the pace and scale of housing supply particularly to address the issue of affordability and to increase the supply and competitiveness in the residential housing market:

- Over 75% of Hamilton / Waikato / Waipā homeowners spend more than 30% of their income on housing costs¹.
- The largest city in the Future Proof area, Hamilton, is the third least affordable housing market in New Zealand¹.
- In Hamilton / Waikato / Waipā collectively there was a 375% increase in demand on the social housing register from December 2017 to December 2019¹.
- The existing supply of developable ready greenfield land in Hamilton is held by a handful of large developers, increasing the risk of land banking and increasing the price of this land.
- Future developable land is projected on the basis that planned infrastructure is funded and will be delivered.

Looking forward, the Future Proof Housing Development Capacity assessment (NPS-UD HBA)² identifies that the Future Proof sub-region is not likely to have any projected shortfalls in housing capacity over the next 30 years. However, this is contingent on the timely provision of infrastructure in line with assumptions underpinning the HBA. If there are delays in the provision of infrastructure this will impact on our ability to provide sufficient development capacity.

Whilst there is no shortage of development capacity, the NPS-UD HBA identifies a significant misalignment between what the market will deliver and the levels of demand for more affordable homes, for a range of housing tenures, and for greater variety in housing types. There is a pressing need to deliver more affordable homes.

¹ https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Case-for-Change_reduced.pdf

² <https://futureproof.org.nz/assets/FutureProof/Documents/HBA-OPEN-Attachment-1-Future-Proof-Housing-Development-Capacity-Assessment-2021-Final.pdf>

Funding

Future Proof and its partners are committed and ideally placed to support the development of housing at pace and scale, however the partner councils are significantly constrained by their ability to fund infrastructure to service this growth.

Without timely infrastructure delivery, current and future communities suffer. This can manifest as less affordable housing, lost productivity opportunities, increased congestion and transport cost, crowded civic infrastructure, and negative environmental impacts. While the problem is more complex than infrastructure alone, we are seeing many of these effects today.

Significant additional funding, through the IAF, will enable the sub-region to deliver infrastructure solutions that will increase the pace and scale of housing supply; and importantly assist in building quality, liveable and affordable communities.

Future Funding and policy to support housing supply and affordability

Whilst Future Proof is strongly supportive of the Governments creation of the IAF and looks forward to continuing to partner in these projects, we believe this fund is only part of the long-term solution to infrastructure funding challenges. Enduring and coordinated funding streams are critical to ensuring urban development achieves the outcomes sought by Government.

Current collaboration through the Urban Growth Partnership, and initiatives like the Housing Infrastructure Fund deployed in Hamilton's Peacocke growth cell and the Housing Acceleration Fund (and IAF) help, but in order to provide the desired long-term success a funding pipeline is needed to ensure a sustainable, enduring, and aligned commitment to deliver housing and successful urban environments.

On behalf of Future Proof, thank you for your consideration of these enclosed Expressions of Interest.

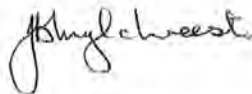
Yours sincerely



Bill Wasley
Independent Chair
Future Proof



Paula Southgate
Mayor of Hamilton

Jim Mylchreest
Mayor of Waipa




Allan Sanson
Mayor of Waikato





IAF Capital Cost Inflation Assumptions

Important note: Detailed breakdowns in the Expressions of Interest document **do not represent the requested IAF funding and are in uninflated 2021 NZ dollars**. HCC's requested IAF funding is the inflated figures set out in this note.

1.0 Total IAF funding sought for Rotokauri Stage 2

(per Part A of the EoI response form)

Part A 4. IAF Funding sought (inflated): \$67,941,475

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2031 - onward
Amount (\$'000)	\$-	28,740	17,982	15,758	1,331	642	662	681	702	1,443	0

2.0 Summary

This note summarises recent trends and potential future influences on construction costs and sets out inflation rates used for Infrastructure Acceleration Fund (IAF) infrastructure cost forecasting.

The final IAF funding amount needs to allow for an appropriate level of inflation. HCC's IAF inflated costs are based on the current HCC 2021-31 LTP rates of 2.8% - 3.3% forecast by BERL plus an escalation allowance of approximately 1.5% annually over the first five years for increased input costs, reduced efficiencies from supply chain disruption and expected construction market resource shortages.

The inflated costs therefore allow for 4.5% inflation annually over five years to 2025/26. The increase over the current HCC 2021-31 LTP rates forecast by BERL accumulates an additional 8-10%.

These assumptions are for the purposes of compiling Expressions of Interest to the IAF only, have not been adopted by Elected Members and do not represent an official HCC view on inflation.

3.0 Background

Business and Economic Research Ltd (BERL) were contracted on behalf of the local government sector to provide inflation forecasts for the period of HCC's 2021-2031 LTP. The capital expenditure inflation forecast has included a higher inflation rate in its budget, based on BERL's faster rebuild scenario. This recognised the higher costs associated with expected high demand for contractors.

Waka Kotahi typically assumes 3% escalation. Waka Kotahi publishes cost fluctuation indices to facilitate contract price adjustment. Construction inflation appears to trend higher than CPI.

The June 2021 annual inflation rate was 3.3% (StatsNZ). The Reserve Bank of New Zealand expect more persistent consumer price inflation pressure to build over time due to rising domestic capacity pressures and growing labour shortages

The Waka Kotahi construction index¹ show an increase of around 3.5% over nine months from June 2020 (mid Covid) to March 2021 (latest), which is higher than the BERL forecast of 3.3% for 21/22.

The Waikato River Bridge (currently under construction in Peacocke) included cost fluctuation because of its duration and to ensure that tender prices were not inflated to allow for risks such as associated with Covid outside of contractors' control. The weightings used for the bridge contract fluctuation calculation are similar to the Waka Kotahi weightings for construction excluding structures and have resulted in cost fluctuation

¹ <https://www.nzta.govt.nz/resources/procurement-manual/procurement-tools/>



payment to date of around 3.5% over the first year. The average over the previous five years was around 1.5%.

Price increases are one factor reflecting the increase in demand and supply being disrupted or slow to catch up. Other factors likely to have an effect but slower to feature will be legislated increases in minimum wages and holiday allowances, skill shortages affecting labour costs and higher time-risk pricing to allow for supply chain disruption.

Other observations based on industry knowledge or anecdotal discussions with contractors and include:

- WEL Networks lead time for high voltage cable supply jumped from around 6 – 17 weeks, resulting in reprogramming and temporary diversions. On top of already long utility design lead times because of pressure on existing utility staff, this means changes are very high risk.
- High demand for sheet piles necessary for deep trenching and excavations leading to potential delays (not realised) but higher temporary works costs.
- A supply chain investigation² by Waka Kotahi indicated that aggregate materials were most at risk with concerns raised about the capacity of quarries. Recent data for construction aggregates shows a 5% increase in aggregate costs from last year.
- A shortage of timber piles has meant lead times around 16 weeks or more compared to two to four weeks previously. Depending on whether the delay is assessed as being foreseeable this could mean significant costs in claims or workaround solutions/substitutes.
- N4 tenderers' electrical suppliers had suppliers refusing to hold prices for copper wire for more than seven days.

4.0 Approach taken for this Expression of Interest

To allow inflation of 4.5% annually for five years of the IAF inflated estimates (approximately 1.5% over BERL forecasts) as summarised below (June year ending):

Table 1: IAF Capital Inflation Rates compared to HCC 2021-31 Inflation Rates³

Year (FY)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2021-31 LTP Capital Inflation	3.3%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%	3.0%	2.8%
LTP Cumulative	3.3%	6.4%	9.6%	12.9%	16.3%	19.5%	23.1%	26.8%	30.6%	34.3%
IAF Capital Inflation	4.8%	4.5%	4.5%	4.5%	4.5%	2.8%	3.0%	3.0%	3.0%	2.8%
IAF Cumulative	4.8%	9.5%	14.4%	19.6%	25.0%	28.5%	32.3%	36.3%	40.4%	44.3%
Cumulative Increase over LTP	1.5%	3.1%	4.9%	6.7%	8.7%	9.0%	9.2%	9.5%	9.8%	10.1%

² <https://www.nzta.govt.nz/assets/resources/supply-chain-survey-findings-report/waka-kotahi-supply-chain-survey-findings-report-abridged-version-202004.pdf>

³ <https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf> page 96, 97

IAF funding request summary - Rotokauri Stage 2

Rotokauri Stage 2 - IAF	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	Total
Years	1	2	3	4	5	6	7	8	9	10	
WATER	\$ -	\$ 1,381,250	\$ 3,036,250	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 500,000	\$ 6,117,500
Stormwater pump		Design, Procurement	Build								
IAF funding \$ uninflected		\$ 1,381,250	\$ 3,036,250								
Upgrade water				Build	Build	Build	Build	Build	Build	Build	
IAF funding \$ uninflected				\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 500,000	
WASTEWATER	\$ -	\$ 472,500	\$ 565,250	\$ 815,250	\$ 815,250	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 500,000	\$ 4,168,250
Wastewater pumpstation and rising main		Design, Procurement	Build								
IAF funding \$ uninflected		\$ 472,500	\$ 565,250	\$ 815,250	\$ 815,250	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 500,000	
Wastewater pumpstation and rising main		Design, Procurement	Build								
IAF funding \$ uninflected		\$ -	\$ -								
Upgrade wastewater				Build	Build	Build	Build	Build	Build	Build	
IAF funding \$ uninflected				\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 500,000	
STORMWATER	\$ -	\$ 5,247,202	\$ 5,247,202	\$ 5,247,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,218,812
Stormwater Ponds		Design, Land Acquisition, Procurement	STAGE 1 DELIVERY								
IAF funding \$ uninflected		\$ 5,247,202	\$ 5,247,202	\$ 5,247,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Centralised stormwater treatment devices - wetlands		Design, Land Acquisition, Procurement	STAGE 2 DELIVERY								
IAF funding \$ uninflected		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Urban Protection & Watercourse Restoration		Procurement & Design	Build								
IAF funding \$ uninflected		\$ -	\$ -								
TRANSPORT	\$ -	\$ 10,641,200	\$ 6,863,682	\$ 6,863,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,968,657
Arterial corridor from Te Mata Drive to Futaba Te Kōwhiri extension		Design, Land Acquisition, Procurement	STAGE 1 DELIVERY								
IAF funding \$ uninflected		\$ 10,641,200	\$ 6,863,682	\$ 6,863,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Urban Transport					Build	Build	Build	Build	Build	Build	
IAF funding \$ uninflected					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total IAF \$	\$ -	\$ 26,218,812	\$ 15,712,382	\$ 13,776,132	\$ 3,066,250	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 39,196,218

EoI Response Form Part A 4, and 5, INFLATED. Refer to attachment 4, for inflation assumptions.

Rotokauri Stage 2 (Inflated) refer attachment 4	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
IAF Funding Sought	\$ -	\$ 28,739,702	\$ 17,981,916	\$ 35,757,894	\$ 1,331,208	\$ 642,376	\$ 661,648	\$ 681,497	\$ 701,847	\$ 1,442,193	\$ 67,941,475

IAF - Housing capacity and uptake by developer or area - Rotokauri Stage 2

Developer / area	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total houses built	Total capacity
General Residential Stage 2					35	35	70	70	70	70	70	70	70	70	70	630	700
Ridgeline Character Area Stage 2					14	14	27	27	27	27	27	27	27	27	27	244	270
Rotokauri North SH4 (MADE)		225	364	235	205	254	275	361								1,561	1,961
Total		225	364	239	254	381	376	458	97	97	97	97	97	97	96	2,835	2,931



Stafford Hodgson

Project Manager | Kaihautū kaupapa tupuranga | Growth Programmes Team

Hamilton City Council

Private Bag 3010

Hamilton 3240

Dear Stafford,

Re: IAF EOI Rotokauri North

I am writing on behalf of Made Group in support of Hamilton City Council's IAF EOI for the Rotokauri North Area.

MADE is a private company which is in the business of "community making". MADE's Chief Executive Officer, Charles Ma, has been involved in property development since 2012 and undertaken a broad portfolio of development projects in that time. To date, MADE (or related entities) has completed over \$1.07bn of development ranging from niche rural lifestyle to large scale CBD apartment developments.

MADE currently has \$2.9bn of developments in progress, of which our flagship is the Auranga development in Drury Auckland. This is a master planned residential community which is consented for 3000 homes. The first stages including 500 sites, 200 homes, 3.5k of coastal walkway, dog park, exercise park, village square and café, running track and floating jetty are already complete. Work is currently underway on the delivery of a further 400 sites and the primary school which will open in February 2022.

Made, through subsidiary companies, currently has a 132 ha land holding in Rotokauri north. This has been master planned as a residential community which will yield over 1,600 homes over the next 6-8 years, a primary school, recreational regional sports park and village centre. Made is currently in negotiations with the MOE for the purchase of a 4ha site for the primary school. A Private Plan Change for re-zoning of the land has been accepted by Hamilton City Council for processing and has been limited notified to identified affected parties. We anticipate a hearing date in October 2021 where the Plan Change is to be heard by independent commissioners and expect a decision on the Plan Change early 2022.

Our design team is currently preparing documentation for bulk earthworks consent and resource consent for stage 1 of the development.

Our current delivery programme is :

- Stage 1a 225 sites delivered by April 2023
- Stage 1b 175 sites delivered by October 2023
- Stage 2 219 sites delivered by May 2024
- Stage 3 239 sites delivered by November 2024
- Stage 4 209 sites delivered by November 2025
- Stage 5 254 sites delivered by November 2026
- Stage 6 279 sites delivered by November 2027

To enable us to deliver to this programme it is essential that Hamilton City completes the infrastructure applied for in their IAF EOI.

Level 15, The Stafford Centre,
Stafford Street, Auckland 1010

MADE. FOR THE BETTER



Kind regards

A handwritten signature in black ink, appearing to read 'Gary Noland'.

Gary Noland

Chief Operating Officer

Made,

Item 9

Attachment 3



Acronym Glossary

Acronym	Meaning	Reference
ARI	Average Recurrence Interval (rainfall)	
CBD	Hamilton's Central Business District	
CIP	Crown Infrastructure Partners	
DBC	Detailed business case	R1-29
DC	Development Contributions	
HASHA	Housing Accord Special Housing Area	R2-4
HBA	Housing Development Capacity Assessment (for NPS-UD)	R1-19
HCC	Hamilton City Council	
HIF	Housing Infrastructure Fund	PS4
IAF	Infrastructure Acceleration Fund	
ICMP	Integrated Catchment Management Plan	PS18, R-16
IFF	Infrastructure Funding and Finance Act	
LTP	Long-Term Plan	
MADE	Rotokauri North Holdings Ltd	
MOU	Memorandum of Understanding	
MSP	Hamilton-Waikato Metro Spatial Plan	
NPS-FW	National Policy Statement on Urban Development	
NPS-UD	National Policy Statement on Urban Development	
ODP	Operational District Plan	CC14
PDA	Private Developer Agreement	R2-4
RDL	Rotokauri Development Limited	
RPS	Waikato Regional Policy Statement	CC20
RTLTP	(funding)	CC10; R1-29
TGH	Tainui Group Holdings	
TIO	(NZTA?)	PS8
WINTEC	Waikato Institute of Technology	



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	See "Rotokauri Stage 1 – Hamilton Attachments" for all attachments. Page references below: Rotokauri Stage 1 Map (map 1) Rotokauri Stage 1 major developers map (map 2) Futureproof mayors cover letter (pg 2) Capital cost inflation assumptions (pg 6) Acronym glossary (pg 15)



Part C Eligibility Criteria 2: Eligible Infrastructure Project/s – dwellings enabled and timeframes question (c)	Yield and IAF funding sought tables (pg 8)
Part C Evaluation Criteria: 4.3	Letters of support from: - Hounsell Holdings (pg 9) - Rotokauri Development Ltd (pg 11) - Ruske Developments (pg 13) - Apex Development Ltd (pg 14)

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: Hamilton City 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	Greg Carstens Unit Manager Growth Funding & Analytics DDI: (07) 959 9064 Email: greg.carstens@hcc.govt.nz

OR

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

About your organisation	Response
Organisation name	NA
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)]

Hounsell Holding Limited, Rotokauri Developments Limited, Pragma Property Group Limited, Apex Property Group, and Everton Heights Limited.

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

Name:	Rotokauri Stage 1		
Location (suburb and city):	Rotokauri, Hamilton		
Territorial Authority region:	Hamilton City		
Brownfield / Greenfield: [note, if the housing development is a mix or if the category is unclear, choose the type which best describes the housing development].	Category	<input checked="" type="checkbox"/>	
	Greenfields OR	<input checked="" type="checkbox"/>	
	Brownfields	<input type="checkbox"/>	

4. IAF Funding sought: \$ 89,286,110

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031 – onwards
Amount (\$)	\$0	\$34,345,106	\$18,402,800	\$14,536,550	\$10,082,826	\$9,418,826	\$500,000	\$500,000	\$500,000	\$1,000,000





1. Please describe:

(a) the housing development and associated housing outcomes;



Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$104,249,452. Refer to Capital Cost Inflation Assumptions attachment (pg 5)

Rotokauri Stage 1 is a structure planned and residential zoned area in the Rotokauri growth cell in the North West of Hamilton City with capacity for more than 3,000 residential units. If the eligible infrastructure set out in this Expression of Interest (Eoi) was funded through the IAF over 2,200 homes would be delivered in the next 10 years, comprising a mixture of single dwellings, duplex dwellings, terraced houses and ancillary dwellings. This enabling infrastructure includes a major stormwater floodway, arterial roading, and water and wastewater infrastructure.

This Project, in the context of large scale urban growth, is largely ready to go with the major floodway already designated, and the designation for the arterial roads well advanced. More importantly, Council is working collaboratively with the grouping of developers who control most of the land interests required to deliver the floodway and arterial transport network.

The area has been zoned for development for many years. While some development has proceeded, it is now being hindered by the need to construct the floodway as lead infrastructure along with the arterial transport network.

IAF funding to enable Rotokauri Stage 1 presents two principal benefits from a strategic perspective, firstly to enable housing at scale and pace delivering on the aspirations of the Urban Growth Agenda, and secondly to bridge the funding gap which exists and which prevents delivery of the anticipated and substantial housing outcomes. Delivery of the eligible infrastructure would realise the substantial investments already made and enable the growth cell. There are already 1,100 lots lodged in Rotokauri Stage 1 but only 183 houses constructed and 607 lots lodged but not granted and unlikely to proceed at this point. Funding and constructing the enabling infrastructure would allow these lots become developable, avoid consent disputes and cost escalations likely in the future, prevent sub-optimal outcomes and lost housing opportunities, and open the entire growth cell.

Rotokauri growth cell (which from a planning perspective is separated into two stages) is a strategic development priority in the Futureproof area, as stated in the Hamilton Urban Growth Strategy, Hamilton-Auckland Corridor Plan and the Hamilton Waikato Metro Spatial Plan. It has strong public transport connections following significant investments made by Waka Kotahi and Hamilton City Council in the Te Rapa Bypass and the Rotokauri Transport Hub. It is understood from the Ministry of Education that additional primary provision is planned within the development area in the medium term and it is expected that new early childhood facilities will be established in the development area as development progresses. It is a short distance to the WINTEC Rotokauri campus, Hamilton's largest retail hub outside the CBD (The Base), and substantial current and future employment areas in Rotokauri and Te Rapa. Rotokauri also has high levels of amenity due to its natural landscape and proximity to the Waiwhakareke Natural Heritage Park and Hamilton Zoo.

There is strong support from the grouping of major developers in the catchment, as evidenced by their letters of support, to partner in the successful unlocking of



housing development.

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

Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$104,249,452. Refer to Capital Cost Inflation Assumptions attachment (pg 6)

Eligible infrastructure required to activate the housing outcomes above include (refer to attached map 1 showing key elements and extents):

- New major stormwater floodway and water quality treatment linking Lake Waikareke and Lake Rotokauri
- New arterial road connecting Te Wetini Drive and Te Kowhai Road to the future Arterial under the Waikato Expressway
- New stormwater treatment devices sufficient to treat the arterial road run off
- New arterial road land required for both the new arterial road and bulkwater corridor
- New strategic 450mm diameter bulkwater mains in the new arterial road
- New Strategic Wastewater new pump station(s)

It is anticipated that developers will fund all their local infrastructure for their developments. The bid includes a fund for the upsizing of 3 waters where networks are required to service growth beyond the the active development community. This allows a pipeline of further development. The bid does not include a upsize budget for transport.

HCC has already successfully designated the major stormwater floodway (appeal free) and is currently undertaking a designation for the arterial corridors and associated stormwater areas to secure the footprint for these key elements.

The development consortium have identified that they could deliver significant cost savings to this bid if they were to build the stormwater floodway and arterial roads. Council would like to discuss this further with Kainga Ora if this EOI is successful at this stage.

(c) current status and timing.

Rotokauri Stage 1 is zoned residential and is structure planned. The developers are currently in various stages of planning and progressing to the extent that they can with piecemeal development and interim infrastructure solutions. The current status including funded infrastructure will not unlock the full housing potential of the growth cell, and will more than likely introduce significant risks and sub-standard strategic outcomes if unfunded until beyond 2030, as is currently the case.

The Rotokauri Integrated Catchment Management Plan (ICMP) has been completed for Stage 1, defining agreed stormwater management and associated 3 waters



elements at concept level. An operative designation is in place for the new major stormwater swale and work is currently underway to prepare the management plans required by the designation. The arterials and associated stormwater management devices are currently being designated by HCC and have preliminary designs and scope for the detailed design and consenting process.

Enabling quality development in Rotokauri Stage 1 requires substantial further investment, including the completion of the major stormwater floodway, in addition to community infrastructure and arterial roading. Notwithstanding challenges in Hamilton's ability to borrow, work has been funded to progress concept design, planning and designation work for the enabling infrastructure. The works listed in 1(b) are currently unfunded in the approved 2021-31 LTP with the exception of:

- the arterial road designation (excluded from this bid)
- partial floodway components funded in the later years of the 2021-31 LTP

Due to the infrastructure currently being unfunded until beyond 2030, the expected housing potential is not expected to be fully realised until after 2030 once the infrastructure is fully funded and constructed.

Click or tap here to enter text.

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	\$ 8,452,610	Medium	Designations provide scopes for detailed design and consenting. The work is underway.	\$ 8,236,117
Costs of designing,	\$ 21,979,662	Low	Based on current LTP provisions	\$ 11,242,168



consenting and tendering				
Land acquisition	\$ 44,316,000	Low	Based on current LTP provisions	\$ 14,866,821 <i>[note, costs under this category must be wholly required for Eligible Infrastructure Projects to be eligible for IAF funding]</i>
Construction	\$ \$66,176,568	Low	Based on current LTP provisions	\$ 54,941,004
Administrative costs for establishing complementary financing	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ <i>[provide a breakdown of these other costs, i.e., BAU administrative costs]</i>	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	\$ 140,924,840 <i>[total should equal amount in table 2b below]</i>			\$ 89,286,110

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	\$ 25,989,954	Low	Based on current LTP and Infrastructure Strategy workings	\$ 12,346,327
Three Waters	\$ 115,974,484	Low	Based on current LTP and Infrastructure Strategy workings	\$ 76,939,784
Flood Management	\$	Choose a confidence level.	Click or tap here to enter text.	\$



Other Eligible Costs ¹	\$	Choose a confidence level.	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ [Please provide a breakdown of these other costs, i.e., for community infrastructure not funded under the IAF]	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	\$ 140,924,840 [total should equal amount in table 2a above]			\$ 89,286,110

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)	\$ 4,526,137 [note, this should exclude amounts paid for by the Territorial Authority and recovered through development contributions]	Council has assumed that any changes to the timing of debt incurred (accelerating projects from the latter end of the LTP to the short-medium term) can be accommodated within the council's financial strategy including debt covenants. This is a big assumption and it is likely that any Council contribution will need to be in latter years to minimise a breach of debt/revenue, noting that entering into contracts is likely to have debt/revenue implications regardless of timing.
Territorial Authority (anticipated to be recovered via development contributions)	\$ 36,620,563 [note, this should only include amounts paid for by the Territorial Authority but which are expected to be recovered through development contributions]	Council has used current DC policy and LTP projects assuming that any changes to the timing of debt incurred (accelerating projects from the latter end of the LTP to the short-medium term) can be accommodated within the council's financial strategy including debt covenants. DCs include only those that would be collected if the IAF funding was approved. The timing of funding is a big assumption and it is likely that any Council contribution will need to be in the latter years to minimise a breach of debt/revenue, noting that entering into contracts is likely to have debt/revenue implications regardless of timing.
Developer / landowner (other)	\$ 10,492,029 [note, include any other amounts paid for by the developer(s) and	Council has made a number of assumptions around what developers will be expected to contribute. The assumptions are they will contribute the hypothetical cost of land and

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)	landowners other than via development contributions or IFF levies]	<p>infrastructure required to service their development, indicatively including:</p> <ul style="list-style-type: none"> - Land (collector road standard land, all floodway land, all stormwater treatment land) - Road (all local and collector roads within the development area including those identified in the approved structure plan, the collector road equivalent for the minor arterial road) - Water (all services less than 450mm diameter) - Wastewater (all rising mains, all pump stations sized for the development area) - Stormwater (all devices sized for the development area) - Construction management of the arterial road and major stormwater floodway to integrate with the development area. <p>Council expects that if the developers undertake construction management there could be expected efficiencies arising of 20%-40% of Councils estimate value of the arterial road and major stormwater floodway works.</p> <p>For the purposes of the EOI the anticipated value shown here is the total cost less total bid cost and LTP funding because there is no other approved funding from other sources.</p> <p>A budget provision has been made for upsizing water and wastewater services but not transport.</p>
Waka Kotahi	\$ 0	<p>There is no approved funding from Waka Kotahi associated with the transport infrastructure identified in section 1(b).</p> <p>Waka Kotahi has indicated they have a funding shortfall in the NLTP and it is unlikely that further funding will be committed to the Rotokauri arterials in the immediate future. In the unlikely event that any subsidy is received from Waka Kotahi it will be netted off against the IAF funding (if IAF is granted).</p>
DIA Three Waters funding	\$ 0	<p>The DIA are funding Council \$700,000 out of 3-waters stimulus funding to undertake the Rotokauri Floodway designations conditions implementation. This funding has not been included in IAF bid.</p> <p>The DIA are also funding \$1,300,000 out of 3-waters stimulus funding as a contribution to extending Te Wetini Drive in Rotokauri. This funding has not been included in the IAF bid.</p>
IFF funding	\$ 0	<p>There is no approved IFF funding associated with the infrastructure identified in section 1(b). Discussions have taken place with Crown Infrastructure Partners (CIP) across 2020-2021 however, HCC's Rotokauri Stage 1 is not currently deemed a priority project for CIP.</p> <p>HCC is currently in discussions with the Ministry of Housing and Urban Development and CIP about</p>



		an opportunity to convert the Housing Infrastructure Fund in place in the Peacockes growth cell into an IFF structure. This would free up debt headroom that could be used for other projects of which Rotokauri could be a candidate.
Other central government funding (e.g., CIP shovel ready funding)	\$ 0	There is no approved other central government funding associated with the infrastructure identified in section 1(b)
Other non-government funding	\$ 0	There is no approved non-government funding associated with the infrastructure identified in section 1(b)
Sub-total (excluding IAF Funding)	\$ 51,638,729	<i>Not applicable</i>
IAF Funding Sought	\$ 89,286,110 <i>(note should equal amount in table 2a above)</i>	<i>Not applicable</i>
Total including IAF Funding	\$ 140,924,839 <i>(note, should equal total cost in tables 2a and 2b above)</i>	<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

Refer IFF, Waka Kotahi and 3-waters stimulus funding comments in table above.



(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 non-financial powers of central government are key to the scale and pace of this proposal and would include the assistance with the approvals and consents listed below. We envisage an All of Government support framework and single point of contact for all financial and non-financial decisions and approvals to enable the proposal.

- Call in or fast track for all consents (including consents required for construction activities) and completing arterial road designation.
- Call in and fast track of any required Heritage authority approvals.
- Call in and fast track of any required Department of Conservation approvals including wildlife permits.
- Call in and fast track of all Regional Council consents.
- Waka Kotahi (NZTA) road controlling authority approvals in relation to State Highway 39 connections and any urban improvements (eg footpath/cycleway/ bus stops) required in the State Highway 39 corridor.



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>NA</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>3,187</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.							
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, Whangārei 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).



Eligibility Criteria	Applicant response																																						
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. <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>	(a) Confirm the Eligible Infrastructure Project(s) for which funding is sought are wholly or primarily for the purpose of enabling additional dwellings . <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> (b) State the expected number of additional dwellings to be built (to completion) over each year: <table border="1"> <thead> <tr> <th></th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>2029</th><th>2030</th><th>2031</th><th>2032</th><th>2033</th><th>2034</th><th>2035</th><th>2036 onward</th></tr> </thead> <tbody> <tr> <td>No. Dwellings (within each period)</td><td>73</td><td>138</td><td>139</td><td>212</td><td>301</td><td>277</td><td>285</td><td>285</td><td>285</td><td>285</td><td>160</td><td>135</td><td>135</td><td>135</td><td>342</td></tr> </tbody> </table> (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. <div style="border: 1px solid black; padding: 5px;"> The analysis to determine the total yield and annual uptake for Rotokauri Stage 1 has used statement of intent from developers where available, subdivision consents and masterplans where applicable, and conservative capacity and demand assumptions in the balance areas where more detailed information is not available. </div>	Response		Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036 onward	No. Dwellings (within each period)	73	138	139	212	301	277	285	285	285	285	160	135	135	135	342
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Eligibility Criteria	Applicant response						
3. Eligible Costs Funding requested under the Proposal relates to the following costs: (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.	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: (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"> <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"/>						



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>For context, the eligible infrastructure will enable over 3,000 houses, with approximately 2,200 delivered in the first 10 years and the majority of remaining houses delivered by 2035. Based on current projections, the next 10 years of growth with the IAF infrastructure funded in Rotokauri Stage 1 would represent 19% of Hamilton's total projected house delivery over the same period (of around 12,000 houses) being a substantial contribution to Hamilton's housing supply.</p> <p>In terms of the pace of development, housing development within Rotokauri Stage 1 is projected to gradually increase from approximately 100-140 houses in the short term to 200-300 per year once all infrastructure services are available. This is significant both in relation to other growth areas of the city and as compared to the total anticipated city demand.</p> <p>Note the Apex Developments Limited (refer attachments pg 14) propose 900 lots which for conservatism have not been included in these numbers because they are in a mixed use area and need further review.Click or tap here to enter text.</p>
1.2	<p>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</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>The Rotokauri Stage 1 catchment structure plan zoning provides for a range of housing typologies. More specifically, most developers have indicated allowing for what they describe as 1/3, 1/3, 1/3 typology splits. This means that they</p>



Evaluation Criteria – Housing Outcomes 40%	Applicant response
<p><i>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.]</i></p>	<p>will look to provide 1/3 for standalone dwellings on larger sections (350+ sqm), 1/3 for standalone and semi-attached dwellings on smaller sections (150-350 sqm) and 1/3 fully attached and terraced housing (less than 150sqm)</p> <p>The developers have also indicated a strong preference to allow for more density than what is currently allowed under the District Plan zoning rules. This further indicates that the developers are looking at matching what the housing market is asking for in terms of density and typologies.</p> <p>(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region)⁴; and</p> <p>Due to continuing escalation in housing prices, most developers have been reluctant to specifically identify and commit the number of houses that will be within the First Home Grant price cap of \$600,000 for Hamilton City.</p> <p>However, some developers have been able to indicatively identify some price points they can match. Pragma homes (total Rotokauri 1 yield of 160 homes) have historically built more affordable homes in Hamilton and most recently have managed to deliver homes within the First Home Grant price cap, in a development in Rototuna.</p> <p>Hounsell Holdings (total Rotokauri 1 yield of 1000+ homes) have estimated that 10% of their development can be delivered at a home start price point.</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>Hounsell Holdings have made a further commitment of another 10% (being a total of 20% including the 10% above) of the houses in their development are to be delivered at a market informed affordable price range.</p> <p>Hounsell have messaged to Council (see letter attached) that Rotokauri is well positioned to deliver on housing typologies to achieve increased density.</p> <p>Over the last 5-10 years there has been a strong trend towards attached housing, both in supply and demand. Since 2018, the Hamilton residential housing market has supplied more attached housing typologies than standalone. HCC and developers in Rotokauri support a blend of affordable and attached housing and standalone housing in</p>

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



Evaluation Criteria – Housing Outcomes 40%		Applicant response						
		greenfields to ensure balanced communities and recognising that there is and will continue to be a degree of preference for standalone houses in New Zealand.						
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>Hamilton has one the smallest land areas of any territorial authority, with a drive of just under 16km from the top of Rototuna in the northeast to bottom of Melville in the southwest. As a result, demand tends to be at a citywide level with people easily able to live in any part of the city and commute to another for work, education or recreation.</p> <p>The Future Proof NPS-UD Housing Development Capacity Assessment (HBA) 2021 identified the need for an additional 3,500 dwellings in Hamilton (4,200 with a 20% margin applied) by 2023. This expands to 11,900 additional dwellings in the medium term (14,300 including a 20% margin). Particular shortfalls were identified in the lower to mid value bands with this gap projected to expand over time.</p> <p>(From the HBA) The total dwelling demand by dwelling value band for Hamilton City between 2020 and 2030 is 6,500 for \$500k and under, 5,000 for \$500k-\$1m and 400 for \$1m+ dwellings, under the “current prices” scenario.</p> <p>A housing preference survey commissioned by Future Proof in mid 2020 showed that 80% of respondents preferred a standalone house, however, when factors like affordability constrained their choices, this reduced to 56%. Greenfield development areas are important for delivering choice to buyers. Consenting over the last 5 years saw an average of about 40% standalone houses across Hamilton, however in the greenfield areas like Rotokauri, over 60% of consents were for standalone houses. The development area is expected to meet some of this demand.</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. via public transport and/or active transport).</p> <table border="1"> <thead> <tr> <th colspan="3">Type of amenity and opportunity (both existing and planned)</th></tr> </thead> <tbody> <tr> <td>(b)</td><td>(i) employment opportunities (i.e.,</td><td>The development area is immediately adjacent to a large future employment zone (approx. 55ha zoned land). There are extensive existing employment opportunities in the Te Rapa industrial zone and Northgate commercial area</td></tr> </tbody> </table>	Type of amenity and opportunity (both existing and planned)			(b)	(i) employment opportunities (i.e.,	The development area is immediately adjacent to a large future employment zone (approx. 55ha zoned land). There are extensive existing employment opportunities in the Te Rapa industrial zone and Northgate commercial area
Type of amenity and opportunity (both existing and planned)								
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Evaluation Criteria – Housing Outcomes 40%		Applicant response	
		local industry and employment bases);	(22,800 jobs and 1550 business units in 2020). These areas are currently about 7km from the development area, however, new transport corridors will reduce this distance to 2km to 3km once built. The Hamilton City CBD is 8km away, and the Waikato Hospital is 10km.
		(ii) educational facilities (i.e., local primary schools and secondary schools); and	We understand from the Ministry of Education that existing schooling provision can accommodate the development in the short term (primary 2km; secondary 5.5km) and additional primary provision is planned within the development area in the medium term. The development area is also adjacent to the Wintec Rotokauri campus and Nga Taiātea Wharekura (2.5km), and various early childhood facilities are located nearby (closest 2km). It is expected that new early childhood facilities will be established in the development area as development progresses.
		(iii) other amenities (i.e., social amenities such as recreation and cultural facilities and retail and shopping).	The development area is adjacent to the development area is a sub-regional retail complex (The Base) and a transport centre 1.5km, Supermarket 2km, Waikato River access 4km, Rotokauri recreation reserve 1.1km, Hamilton Zoo 2.2km, Lake Waiwhakareke Natural Heritage Park 2km, Puketā Mountain Bike park 4.5km, Rotokauri Rail and bus interchange 1.5km . A new town centre is part of the Rotokauri Stage 1 masterplan which will provide local amenity. New cycle and walking paths are planned along the swale and the transport corridors.
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>The proposed development will enable housing at a greater density than has previously been provided for in greenfield growth cells and enables a wider range of typologies. The provision of medium density and terrace housing will support the ability to deliver a high amenity greenfield development that is supportive of creating a walkable and cyclable environment.</p>	



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>Tainui Group Holdings Property Limited is a 70% shareholder in Rotokauri Developments limited who is one of the major developers in the consortium for this IAF bid. As part of the broader partnership with Maori, Mana whenua have been involved in and consulted on the development of the stormwater swale designation and arterial road notice of requirement development.</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>Mana whenua have been involved in and consulted on the development of the stormwater swale designation and arterial road notice of requirement development.</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>The development proposal is immediately adjacent to the recently constructed Rotokauri Transport Hub which provides residents within the growth cell with multiple transport opportunities. The hub is a park and ride, rail station for Te Huia, bus interchange and includes a pedestrian connection to The Base. Currently there are walking, cycling and bus services with their supporting infrastructure available to the edge of the development area.</p> <p>The growth cell has also been master planned with significant focus on public transport and modal shift with a target of 30% users of public transport.</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> <p>The major floodway is designated with conditions to mitigate and manage the effects of climate change and flooding and, to improve the health and wellbeing of the Waikato River through reduced nitrogen, phosphorus and suspended solids.</p> <p>The Rotokauri Greenway is the aggregated stormwater device that has been designated and designed to mitigate development effects of stormwater for a 100yr ARI event including climate change. This swale and associated wetlands will also provide the 70% phosphorus removal and create new flora and fauna opportunities for native species such as Black Mudfish, long finn eel (tuna) and the giant kokopu.</p>



Evaluation Criteria – Housing Outcomes 40%	Applicant response
	<p>The swale also includes off road walking and cycling provisions that enhance network connectivity, offer greater travel choice and supporting lower carbon based travel modes.</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>The major and medium sized developers have met and support this proposal (refer to attached letters of support pgs 9 to 14). Developers will deliver infrastructure within their development area that is consistent with the District Plan provisions including its environmental and sustainable provisions for transport and three waters networks, and will integrate with existing networks and designations.</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>The operative designation for the stormwater swale meets all environmental compliance obligations through the conditions of designation. The arterial road notice of requirement is being prepared and will also meet all environmental compliance obligations through the conditions of designation. Significant work is underway to protect ecology including work related to native mudfish.</p>



Evaluation Criteria – Impact of funding 20%		Applicant response
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) Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</p> <p>All strategic infrastructure listed in section 1(b) is an essential prerequisite for new housing in the Rotokauri Stage 1 area. The infrastructure has been developed, sized and located based on the overall catchment to be ultimately served and is beyond the ability of any single developer in Rotokauri to progress on their own from a financial or legislative powers perspective.</p> <p>Rotokauri is zoned residential and developers are planning to progress with piecemeal development. There are 1,100 lots in subdivision consents already lodged in Rotokauri Stage 1, to date only 183 houses have been completed with 607 unlikely to progress soon under current circumstances. This illustrates the extent of lost opportunity for new housing now, as long as the stormwater swale remains unconstructed.</p> <p>(b) Describe how the IAF funding requested is critical to the delivery of that infrastructure.</p> <p>All strategic infrastructure listed in section 1(b) is beyond the ability of any single developer in Rotokauri to progress on their own from a financial or legislative powers perspective. In addition, Hamilton City Council is at or near its debt limits in the 2021-31 LTP and only a small proportion of the necessary funding is available in the latter part of the 10 year period. IAF funding is needed to accelerate the essential infrastructure while avoiding the debt implications for Council. Without an off balance sheet intervention, the investment in infrastructure cannot occur in the short to medium term.</p> <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> <p>NA</p>



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>To date HCC have explored the following in relation to funding the Rotokauri Stage 1 infrastructure: - increasing rates by 9.7% and 8.9% in the first year of the 2018-28 and 2021-31 LTP's respectively</p>

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



Evaluation Criteria – Impact of funding 20%	Applicant response
<p>rises, prudent borrowing, or use of the IFF framework) have been exhausted.</p>	<p>- increasing DC revenue from around \$8M per year in 2010 to around \$25M per year over the last 5 years to accommodate the greater level of infrastructure required</p> <p>- Applying for shovel ready funding</p> <p>- Pursuing IFF funding in Rotokauri Stage 1 but this is not a CIP priority project currently.</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>HCC has exhausted the available conventional funding mechanisms to fund the required strategic infrastructure. HCC's balance sheet / LTP has not been able to accommodate funding (including investigations into a partnership with developers for construction) even with 9.7% and 8.9% rates rises in successive LTP's.</p> <p>Development contributions (DC) revenue has been minimal due in part to very high DCs in Rotokauri Stage 1 (highest in the country when they were adopted) and because very few developments can get consent without the infrastructure. The high DCs do not translate to affordable housing.</p> <p>Multiple Discussions have taken place with Crown Infrastructure Partners during 2019/20, however Hamilton understands that HCC's Rotokauri Stage 1 is not a priority project for CIP.</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>HCC has already invested around \$30M of gateway transport and bulk main infrastructure to the edge of Rotokauri Stage 1, has land designations progressing, detailed design money funded in early years of the 2021-31 LTP and portions of the floodway and arterials in later years (representing a total funded commitment over the next 10 years of around \$100M).</p> <p>https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf</p>

⁶ Developer and Māori Applicants should provide the most recent Long Term Plan publicly available, and answer this to the best of their knowledge.





Kāinga Ora
Homes and Communities

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 style="border: 1px solid black; padding: 5px;"> <p>A developer consortium has been established for Rotokauri stage 1. It is expected that some form of private development agreement will be needed for all infrastructure required for housing (not just IAF funded infrastructure). The quantum of developer co-funding is difficult to determine with accuracy given the private development approach will cover efficiencies in cost resulting from a partnership approach, in addition to the normal allocation of costs.</p> </div> <p>(b) the expected quantum of such co-funding; and</p> <div style="border: 1px solid black; padding: 5px;"> <p>\$ 56,678,327</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 style="border: 1px solid black; padding: 5px;"> <p>Developer contributions and Private Developer agreements (per Part B,2c)</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).

(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.

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).

These four main factors affect the timing and funding for development:

1. Fundamentally housing development needs the floodway to manage stormwater for the catchment and the transport network to access and provide corridors for 3 waters infrastructure in order for the development to proceed any further and reach its full potential.
2. Substantial investments have been made to enable the cell, allowing 607 lots lodged but not granted in subdivision consents to become developable and deliver houses. A timely continuation of the development is key to avoiding cost escalations in the future, consent disputes leading to sub-optimal outcomes and lost housing opportunities.
3. HCC has an active programme regarding Rotokauri designation conditions to produce the plans and data to fulfil the designation conditions. The in-progress designation for the arterial transport network will also lead to conditions that will need to be addressed as part of the program of works.
4. Ecological management plans associated with development will place construction restrictions that will need careful management to deliver elements successfully.

(b) Please complete the milestone table below, **regarding the Eligible Infrastructure Project(s) only, and not the housing development.**

Milestone	Status	✓	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 checked="" type="checkbox"/>	Click or tap to enter a date.	Construction contracts not yet contemplated
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 checked="" type="checkbox"/>	Click or tap to enter a date.	Detailed design is subject to funding approval Floodway design being pursued, transport design awaiting designation scope confirmation, water and wastewater design requires demand confirmation and is yet to commence
Designations/Consents	<i>Approved</i>	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Floodway designation complete – currently working on management plans and addressing designation conditions
	<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 checked="" type="checkbox"/>	Click or tap to enter a date.	Arterials and associated stormwater underway looking to lodge in 2022
Land Acquired	<i>Yes</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<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.	Land for floodway and arterial and associated stormwater is one of the first elements to pursue as part of Rotokauri 1 program, noting that Developer consortium controls much of the land
Preliminary design and costing	<i>Approved</i>	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Floodway complete as part of designation
	<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.	Transport and associated stormwater designation will produce preliminary design, confirm scope and costing Wastewater and water supply still at concept stage and preliminary design yet to commence
	<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	Approved	<input checked="" type="checkbox"/>	Click or tap to enter a date.	There is an IFF DBC prepared that covers the proposal. HCC has completed its LTP 2021-31 and awaiting outcome/approvals for projects in the RLTP
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	<input checked="" type="checkbox"/>	Click or tap to enter a date.	Waka Kotahi Single Stage Business Case for the arterial transport network is underway as part of the designation process
	None	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Other approvals	(i.e. Council committee, Waka Kotahi approvals)	<input checked="" type="checkbox"/>	Click or tap to enter a date.	There will be a number of approvals to be sought via Council and other partners like Waka Kotahi or Waikato Regional Council. Some of these will be Council endorsements for developer agreements, MOUs, designation lodgement and compliance with designation conditions/plans, consent applications etc
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 style="border: 1px solid black; padding: 5px; margin: 5px 0;">Refer to the letters from developers attached to this EOI (pgs 9 to 14).</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 style="border: 1px solid black; padding: 5px; margin: 5px 0;">No conditions have been granted to the developers in discussions for the delivery of Rotokauri Stage 1. We anticipate that the reduced development contributions will support the success of the housing outcomes.</div>		



4.3	Demonstrated alignment between all parties including Territorial Authorities, Regional Councils, mana whenua and developers needed to advance the housing development.	<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> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</p> <p>(b) Regional Councils;</p> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</p> <p>(c) mana whenua;</p> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities, Waikato Tainui and regional councils.</p> <p>(d) developers (to the extent possible); and</p> <p>All directly affected and adjacent developers have been met and have indicated their support for the proposal by their attached letters of support.</p> <p>(e) any others,</p> <p>Ministry of Education has been actively involved in planning schools for the developing Rotokauri area.</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>Hamilton has a proven track record of delivering the type of infrastructure identified in 1(b) both as Council led infrastructure or developer led infrastructure that Council upsizes. All Council capability is demonstrated through the Housing Infrastructure Fund project entered into in June 2018 for Peacocke – currently on time and on budget despite the impacts of COVID-19.</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: <i>Kāinga Ora understands that many Applicants do not themselves have experience in delivering infrastructure and/or housing developments.</i></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>										
		<table border="1"> <thead> <tr> <th colspan="2">Infrastructure experience</th> </tr> <tr> <th>Relevant party</th> <th>Describe prior example <i>[insert name, location, number of dwellings]</i></th> </tr> </thead> <tbody> <tr> <td>Hamilton City Council</td> <td>Housing Infrastructure fund, all LTP capex projects etc</td> </tr> <tr> <td>Click or tap here to enter text.</td> <td>Click or tap here to enter text.</td> </tr> <tr> <td>Click or tap here to enter text.</td> <td>Click or tap here to enter text.</td> </tr> </tbody> </table>	Infrastructure experience		Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>	Hamilton City Council	Housing Infrastructure fund, all LTP capex projects etc	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.
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			<p>communities it delivers.</p> <p>Their experience and in-house expertise means they have the necessary skills and knowledge to plan, fund, design, construct, market and sell a range of housing typologies to meet the needs of today's diverse markets. Kilroy Group's Head of Development, Adriaan Vlok, has been master planning and developing residential communities for the past 20 years. Adriaan's most notable achievement is the masterplan development of Hobsonville Point, which is seen as the gold standard for master planned communities in New Zealand.</p> <p>One of their current developments is in Morrinsville. Lockerbie Estate is an 800-lot master planned residential development that will include an eight hectare retirement village development and neighbourhood centre. The development is set on 80 hectares on the northern side of Morrinsville and will consist of high-quality homes, streetscapes and open spaces. Stage 1 consists of 85 lots, all of which have been sold and house construction started. Stage 2 & will comprise 260 lots, which have also been sold. All lots are being sold direct to builders. The strong builder interest is a result of limited land supply in the Waikato region.</p>
		Rotokauri Developments Limited	<p>Rotokauri Developments Limited (RDL) is owned by Tainui Group Holdings (TGH). TGH has developed nearly 1,000 residential sections in and around Hamilton over the last 15 years. They have also completed significant commercial developments such as The Base retail complex. TGH are currently developing the Ruakura superhub and the new ACC building in the Central City.</p> <p>Waikato-Tainui and TGH have also helped to facilitate iwi members into home ownership through Te Kaarearea, a development with Kaainga Ora that offered affordable housing. They have indicated their desire to have a similar initiative in Rotokauri.</p>

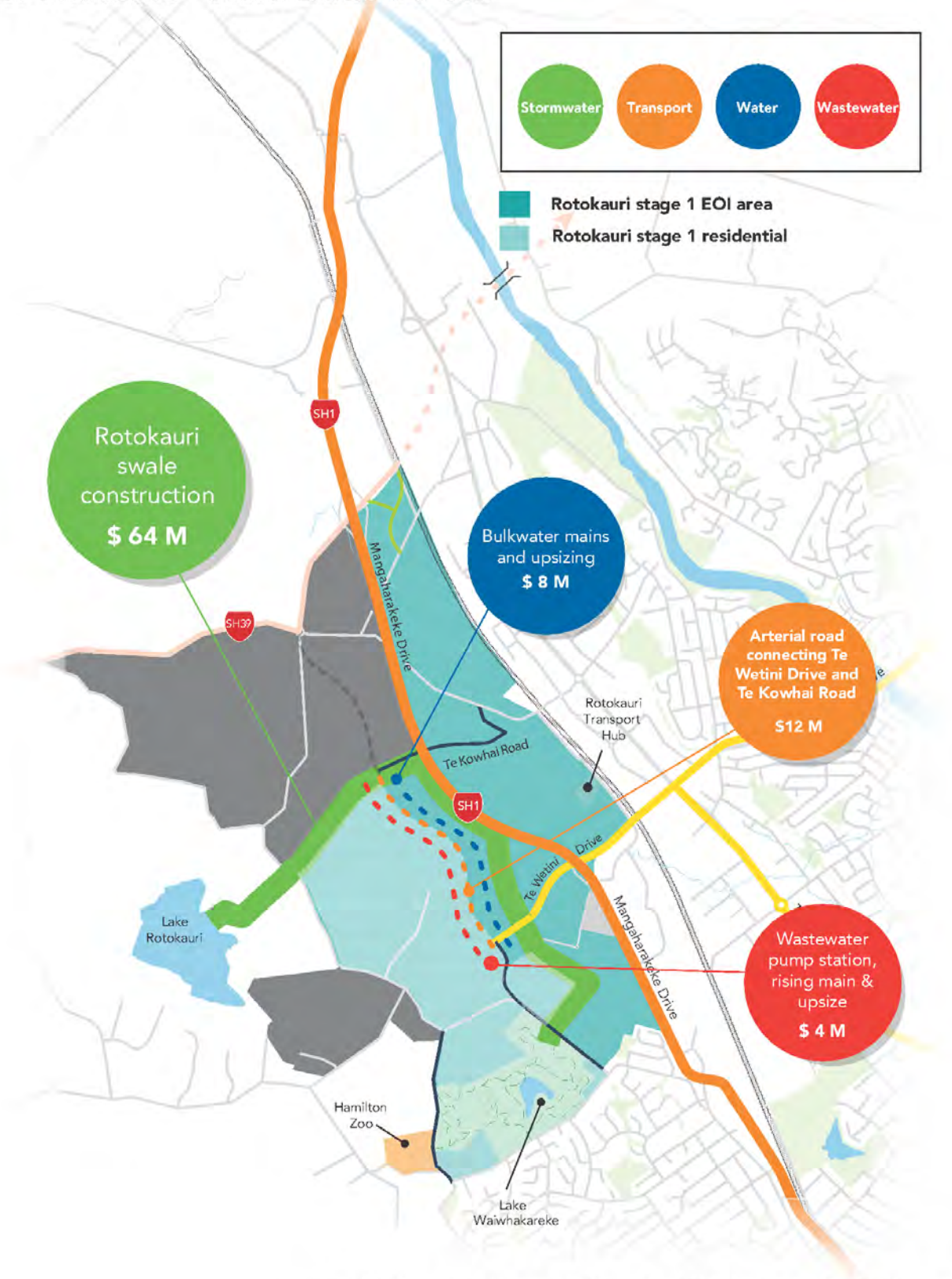


		<p>Pragma Property Group Limited and Ruske Developments Limited</p>	<p>Pragma are a well established developer operating in both brownfield and greenfield areas in Hamilton. One of their current developments is a 59 lot greenfield subdivision at 126 Horsham Downs Road. Another 24 homes are being developed at 103 Horsham Downs Road. This development includes apartments, townhouses and standalone houses. Smaller infill subdivisions are currently underway in Fairfield (9 lots and 5 lots); Hillcrest (8 lots); Melville (3 lots); and Nawton (2 x 8 lots). Pragma homes tend to be priced slightly lower than other house and land packages.</p> <p>Ruske Developments Limited are currently developing in Rotokauri. They have a 170 lot development is underway, however, the final stage is reliant on the stormwater swale.</p>
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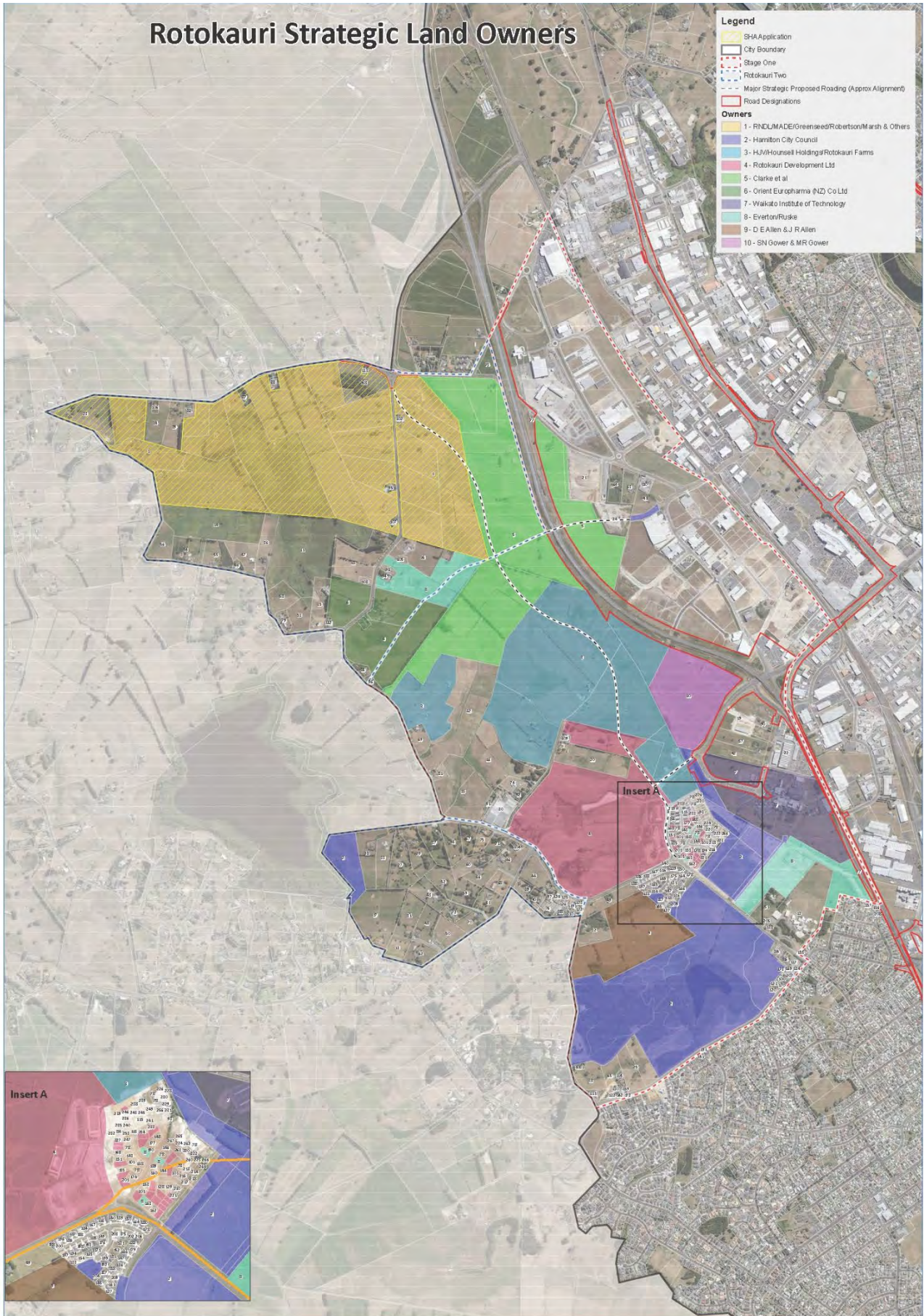


ROKOKAURI STAGE 1

KEY PROJECTS - UNINFLATED IAF BID



*Cost for key projects are uninflated. See EOI document for full figures.





Future Proof Implementation Committee
 c/o Waikato Regional Council
 (Administering Authority)
 Private bag 3038
 Waikato Mail Centre
 Hamilton 3240

13 August 2021

Andrew Mackenzie,
 Chief Executive
 Kāinga Ora – Homes and Communities

Dear Andrew,

Infrastructure Acceleration Fund Expressions of Interest

The Future Proof Partnership would like to commend the Government for its commitment to increasing the pace and scale of housing delivery through its Infrastructure Acceleration Fund (IAF).

Future Proof Partners are in an ideal position to utilise this fund to support the Government's objectives for improving housing affordability and delivering housing at pace and scale. A number of opportunities exist within the sub-region where IAF funding can be successfully applied in an accelerated timeline to achieve the funds outcomes.

Future Proof's expressions of interest comprise:

Hamilton

1. Ruakura-Enderley/Fairfield
2. Central City
3. Rotokauri Stage 1
4. Rotokauri Stage 2
5. Peacocke South
6. Rototuna North East

Waipā

7. Te Awamutu Growth Cell 11

Waikato District

8. Huntly / Ohinewai
9. Hopuhopu
10. Ngāruawāhia
11. Horotiu.

Each of these applications is consistent with the objectives of the Urban Growth Agenda (UGA), consistent with the Hamilton-Waikato Urban Growth Partnership and consistent with the Future Proof

Growth Strategy, the Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme. These proposals can be delivered in the short-medium term as many are well advanced in terms of planning, and we have a motivated development community who are ready to work with our local authority partners to deliver housing and community spaces within an accelerated timeframe.

Each application represents a co-funding opportunity between central government, local government and the private sector. Details of these commitments are provided in the individual expressions of interest.

Our history of collaborative planning, our track record of delivery, as well as our commitment to enduring partnerships with Iwi, central government, and the private sector should provide the Government with confidence that any successful Future Proof IAF bid will deliver on desired housing outcomes.

Future Proof Partnership

The Future Proof partnership includes the territorial authority areas of Hamilton City Council, Waipā District Council, and Waikato District Council. The Future Proof partnership was set up to consider how the sub-region should develop into the future. The Future Proof partnership includes Iwi, local government, Waka Kotahi, the Waikato District Health Board and central government. The partnership recognises that this collaborative, boundaryless, sub-regional approach is needed to achieve successful growth. The governance of the partnership includes three Cabinet Ministers.

Strategically located at the heart of the upper North Island, with direct transport links to Auckland and Tauranga, our area is the third fastest growing urban centre in New Zealand. With the population of the sub-region projected to increase by 31 percent over the next 30 years, collective planning, and action between government, tāngata whenua, residents and businesses is critical to its integrated development and long-term sub-regional and national prosperity.

The value of Future Proof lies in this partnership approach. Future Proof has access to significant resources across the four local authorities to develop and give effect to the Future Proof Growth Strategy and related initiatives. It provides a vehicle for ongoing collaboration and implementation. It enables joined up thinking across the partnership.

The Future Proof Strategy itself is a 30-year growth management and implementation plan to manage growth in a collaborative way and to address complex planning issues, especially cross-boundary and infrastructure matters. Building on the platform of the previous strategy, it combines the agreed Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme, into a single strategy for the sub-region. The strategy (currently in draft), will also be the first key step in implementing National Policy Statement for Urban Development (NPS-UD) in terms of desired urban form and transport outcomes, and the framework for changes to the Regional Policy Statement and District Plans. The Future Proof partnership has a clear and agreed understanding of the best opportunities for application of the IAF within the sub-region.

Urban Growth Agenda and Future Proof

The spatial planning pillar of the UGA is primarily delivered through Urban Growth Partnerships between the Crown, local government, Iwi and local communities. Under this pillar of work, Future Proof has been the vehicle for development of both the Hamilton-Auckland Corridor Plan and Implementation Programme (H2A Plan) and Hamilton-Waikato Metro Spatial Plan (MSP).

The H2A Plan sets the spatial intent for the Hamilton to Auckland Corridor and the MSP is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.

Like the H2A Plan, the MSP is designed to deliver on the objectives outlined in the UGA; specifically in respect of removing barriers to the supply of land and infrastructure and allowing cities to grow up and out strategically. The MSP sets out how and where the area should grow, develop, and move around long-term to ensure social, economic, and environmental prosperity.

In addition to these plans, we are currently partnering with central government on the development of a comprehensive Programme Business Case to identify a rapid and frequent transport network that will support the urban development objectives of the MSP and are actively collaborating with Kainga Ora on implementing the NPS-UD to support their objectives and improved housing outcomes.

These comprehensive and collaborative planning endeavours across the sub-region provide long-term clarity of direction and ensure that all partners are aligned in their vision for future growth.

The Housing Problem

Through research undertaken by the Future Proof partnership, Waikato Housing Initiative (WHI) and the development of the Hamilton City Housing Strategy; the Future Proof partnership has a good understanding of the housing challenges within the sub-region.

There is a current and pressing need to increase the pace and scale of housing supply particularly to address the issue of affordability and to increase the supply and competitiveness in the residential housing market:

- Over 75% of Hamilton / Waikato / Waipā homeowners spend more than 30% of their income on housing costs¹.
- The largest city in the Future Proof area, Hamilton, is the third least affordable housing market in New Zealand¹.
- In Hamilton / Waikato / Waipā collectively there was a 375% increase in demand on the social housing register from December 2017 to December 2019¹.
- The existing supply of developable ready greenfield land in Hamilton is held by a handful of large developers, increasing the risk of land banking and increasing the price of this land.
- Future developable land is projected on the basis that planned infrastructure is funded and will be delivered.

Looking forward, the Future Proof Housing Development Capacity assessment (NPS-UD HBA)² identifies that the Future Proof sub-region is not likely to have any projected shortfalls in housing capacity over the next 30 years. However, this is contingent on the timely provision of infrastructure in line with assumptions underpinning the HBA. If there are delays in the provision of infrastructure this will impact on our ability to provide sufficient development capacity.

Whilst there is no shortage of development capacity, the NPS-UD HBA identifies a significant misalignment between what the market will deliver and the levels of demand for more affordable homes, for a range of housing tenures, and for greater variety in housing types. There is a pressing need to deliver more affordable homes.

¹ https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Case-for-Change_reduced.pdf

² <https://futureproof.org.nz/assets/FutureProof/Documents/HBA-OPEN-Attachment-1-Future-Proof-Housing-Development-Capacity-Assessment-2021-Final.pdf>

Funding

Future Proof and its partners are committed and ideally placed to support the development of housing at pace and scale, however the partner councils are significantly constrained by their ability to fund infrastructure to service this growth.

Without timely infrastructure delivery, current and future communities suffer. This can manifest as less affordable housing, lost productivity opportunities, increased congestion and transport cost, crowded civic infrastructure, and negative environmental impacts. While the problem is more complex than infrastructure alone, we are seeing many of these effects today.

Significant additional funding, through the IAF, will enable the sub-region to deliver infrastructure solutions that will increase the pace and scale of housing supply; and importantly assist in building quality, liveable and affordable communities.

Future Funding and policy to support housing supply and affordability

Whilst Future Proof is strongly supportive of the Governments creation of the IAF and looks forward to continuing to partner in these projects, we believe this fund is only part of the long-term solution to infrastructure funding challenges. Enduring and coordinated funding streams are critical to ensuring urban development achieves the outcomes sought by Government.

Current collaboration through the Urban Growth Partnership, and initiatives like the Housing Infrastructure Fund deployed in Hamilton's Peacocke growth cell and the Housing Acceleration Fund (and IAF) help, but in order to provide the desired long-term success a funding pipeline is needed to ensure a sustainable, enduring, and aligned commitment to deliver housing and successful urban environments.

On behalf of Future Proof, thank you for your consideration of these enclosed Expressions of Interest.

Yours sincerely



Bill Wasley
Independent Chair
Future Proof



Paula Southgate
Mayor of Hamilton




Jim Mylchreest
Mayor of Waipa




Allan Sanson
Mayor of Waikato



IAF Capital Cost Inflation Assumptions

Important note: Detailed breakdowns in the Expressions of Interest document **do not represent the requested IAF funding and are in uninflated 2021 NZ dollars**. HCC's requested IAF funding is the inflated figures set out in this note.

1.0 Total IAF funding sought for Rotokauri Stage 1

(per Part A of the EoI response form)

Part A 4. IAF Funding sought (inflated): \$104,249,452

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2031 - onward
Amount (\$'000)	\$-	\$ 37,613	\$ 21,061	\$ 17,385	\$ 12,601	\$ 12,101	\$ 662	\$ 682	\$ 702	\$ 1,443	0

2.0 Summary

This note summarises recent trends and potential future influences on construction costs and sets out inflation rates used for Infrastructure Acceleration Fund (IAF) infrastructure cost forecasting.

The final IAF funding amount needs to allow for an appropriate level of inflation. HCC's IAF inflated costs are based on the current HCC 2021-31 LTP rates of 2.8% - 3.3% forecast by BERL plus an escalation allowance of approximately 1.5% annually over the first five years for increased input costs, reduced efficiencies from supply chain disruption and expected construction market resource shortages.

The inflated costs therefore allow for 4.5% inflation annually over five years to 2025/26. The increase over the current HCC 2021-31 LTP rates forecast by BERL accumulates an additional 8-10%.

These assumptions are for the purposes of compiling Expressions of Interest to the IAF only, have not been adopted by Elected Members and do not represent an official HCC view on inflation.

3.0 Background

Business and Economic Research Ltd (BERL) were contracted on behalf of the local government sector to provide inflation forecasts for the period of HCC's 2021-2031 LTP. The capital expenditure inflation forecast has included a higher inflation rate in its budget, based on BERL's faster rebuild scenario. This recognised the higher costs associated with expected high demand for contractors.

Waka Kotahi typically assumes 3% escalation. Waka Kotahi publishes cost fluctuation indices to facilitate contract price adjustment. Construction inflation appears to trend higher than CPI.

The June 2021 annual inflation rate was 3.3% (StatsNZ). The Reserve Bank of New Zealand expect more persistent consumer price inflation pressure to build over time due to rising domestic capacity pressures and growing labour shortages

The Waka Kotahi construction index¹ show an increase of around 3.5% over nine months from June 2020 (mid Covid) to March 2021 (latest), which is higher than the BERL forecast of 3.3% for 21/22.

The Waikato River Bridge (currently under construction in Peacocke) included cost fluctuation because of its duration and to ensure that tender prices were not inflated to allow for risks such as associated with Covid outside of contractors' control. The weightings used for the bridge contract fluctuation calculation are similar to the Waka Kotahi weightings for construction excluding structures and have resulted in cost fluctuation

¹ <https://www.nzta.govt.nz/resources/procurement-manual/procurement-tools/>

payment to date of around 3.5% over the first year. The average over the previous five years was around 1.5%.

Price increases are one factor reflecting the increase in demand and supply being disrupted or slow to catch up. Other factors likely to have an effect but slower to feature will be legislated increases in minimum wages and holiday allowances, skill shortages affecting labour costs and higher time-risk pricing to allow for supply chain disruption.

Other observations based on industry knowledge or anecdotal discussions with contractors and include:

- WEL Networks lead time for high voltage cable supply jumped from around 6 – 17 weeks, resulting in reprogramming and temporary diversions. On top of already long utility design lead times because of pressure on existing utility staff, this means changes are very high risk.
- High demand for sheet piles necessary for deep trenching and excavations leading to potential delays (not realised) but higher temporary works costs.
- A supply chain investigation² by Waka Kotahi indicated that aggregate materials were most at risk with concerns raised about the capacity of quarries. Recent data for construction aggregates shows a 5% increase in aggregate costs from last year.
- A shortage of timber piles has meant lead times around 16 weeks or more compared to two to four weeks previously. Depending on whether the delay is assessed as being foreseeable this could mean significant costs in claims or workaround solutions/substitutes.
- N4 tenderers' electrical suppliers had suppliers refusing to hold prices for copper wire for more than seven days.

4.0 Approach taken for this Expression of Interest

To allow inflation of 4.5% annually for five years of the IAF inflated estimates (approximately 1.5% over BERL forecasts) as summarised below (June year ending):

Table 1: IAF Capital Inflation Rates compared to HCC 2021-31 Inflation Rates³

Year (FY)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2021-31 LTP Capital Inflation	3.3%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%	3.0%	2.8%
LTP Cumulative	3.3%	6.4%	9.6%	12.9%	16.3%	19.5%	23.1%	26.8%	30.6%	34.3%
IAF Capital Inflation	4.8%	4.5%	4.5%	4.5%	4.5%	2.8%	3.0%	3.0%	3.0%	2.8%
IAF Cumulative	4.8%	9.5%	14.4%	19.6%	25.0%	28.5%	32.3%	36.3%	40.4%	44.3%
Cumulative Increase over LTP	1.5%	3.1%	4.9%	6.7%	8.7%	9.0%	9.2%	9.5%	9.8%	10.1%

² <https://www.nzta.govt.nz/assets/resources/supply-chain-survey-findings-report/waka-kotahi-supply-chain-survey-findings-report-abridged-version-202004.pdf>

³ <https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf> page 96, 97

Hamilton City Council - IAF Eol - Rotokauri Stage 1

IAF funding request summary- Rotokauri Stage 1

Rotokauri Stage 1 - \$ Uninflated	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Years	1	2	3	4	5	6	7	8	9	10	
WATER	\$	\$ 1,817,300	\$ 4,146,200	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	\$ 8,183,700
450mm bulk main		Design, Procurement	Build								
IAF Funding \$ uninflated		\$ 1,817,300	\$ 4,146,200								
upgrade water				Build	Build	Build	Build	Build	Build	Build	
IAF Funding \$ uninflated				\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	
WASTEWATER	\$	\$ 425,000	\$ 668,000	\$ 918,000	\$ 918,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	\$ 4,117,000
Wastewater pumpstation and rising main		Design, Procurement	Build								
IAF Funding \$ uninflated		\$ 425,000	\$ 668,000	\$ 918,000	\$ 918,000						
Wastewater pumpstation and rising main		Design, Procurement	Build								
IAF Funding \$ uninflated		\$	\$								
upgrade wastewater				Build	Build	Build	Build	Build	Build	Build	
IAF Funding \$ uninflated				\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	
STORMWATER	\$	\$ 28,663,727	\$ 8,918,827	\$ 8,918,827	\$ 8,918,827	\$ 8,918,827	\$	\$	\$	\$	\$ 64,130,034
150mm green corridor		Design, Land acquisition, Procurement	STAGED DELIVERY								
IAF Funding \$ uninflated		\$ 28,663,727	\$ 8,918,827	\$ 8,918,827	\$ 8,918,827	\$ 8,918,827					
Centralised stormwater treatment device - wetlands		Design, Land acquisition, Procurement	STAGED DELIVERY								
IAF Funding \$		\$	\$	\$	\$						
Stream Protection & Watercourse Restoration		Protection & Design	Build								
IAF Funding \$		\$	\$								
TRANSPORT	\$	\$ 1,130,000	\$ 4,453,723	\$ 4,453,723	\$	\$	\$	\$	\$	\$	\$ 12,946,872
Arterial corridor from Te Māhaki Drive to Future Te Kōwhiri Intersection		Design, Land acquisition, Procurement	STAGED DELIVERY								
IAF Funding \$ uninflated		\$ 1,130,000	\$ 4,453,723	\$ 4,453,723							
Upper transport					Build	Build	Build	Build	Build	Build	
IAF Funding \$ uninflated					\$	\$	\$	\$	\$	\$	
Total IAF \$ Uninflated	\$	\$ 34,345,106	\$ 18,402,800	\$ 14,536,550	\$ 10,082,827	\$ 9,419,827	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 89,266,230

EOI Response Form Part A 4. and 5. INFLATED. Refer to attachment 4, for inflation assumptions

Rotokauri Stage 1 (Inflated) refer attachment 4.	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
IAF Funding Sought	\$	\$ 37,813,387	\$ 21,060,041	\$ 17,384,877	\$ 12,681,188	\$ 12,100,864	\$ 661,648	\$ 681,407	\$ 701,042	\$ 1,443,193	\$ 104,249,462

IAF - Housing capacity and uptake by developer or area - Rotokauri Stage 1

Developer / area	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035+	Total houses built	Total capacity
Meridian Density Residential Stage 1 (Pinnacle)		53	53	53												160	160
Overton Trust Residential	34	34	34	34	34											170	170
Honolulu Residential				75	150	150	150	150	150	150	25					1000	1000
POU Residential					50	100	100	100	100	100	100	100	100	100	25	950	975
Byrner Heights (Eclipse)	39	39	39	39	39											194	194
Ridgeline Character Area Stage 1					11	11	21	21	21	21	21	21	21	21	24	389	214
Bowerstock Road Residential		12	13	11	11	9										56	56
General Residential Stage 1					7	7	14	14	14	14	14	14	14	14	233	325	418
Total	74	138	139	212	301	277	285	285	285	285	160	135	135	135	342	2845	3187

Hounsell Holding Limited

PO Box 72717, Papakura 2244

11 August 2021
Hamilton City Council
Private Bag 3010
Hamilton 3240

By Email

To whom it may concern

Infrastructure Acceleration Fund – Expression of Interest – Rotokauri, Hamilton

Hounsell Holdings Limited own 80 hectares of residential, suburban centre and employment zoned land in Stage 1 of the Rotokauri Structure Plan. Hounsell has completed its masterplan, which provides for circa 1000+ dwellings with various lot sizes and housing typologies. The vision is to design and create a place where a community will thrive: attractive streets, shops, schools, parks, playgrounds and public transport, job opportunities for small businesses, while engendering a strong feeling of community spirit. Diversity makes for a strong community. An important cornerstone of the masterplan vision is to provide a range of typologies at different pricing levels within every neighbourhood so that community diversity becomes part of the fabric of Rotokauri.

With the strong builder demand for master planned greenfield residential developments in Hamilton, Hounsell intends to develop its landholdings out over a 6 to 7 year horizon. Our Builder Partners are well versed in the integrated design process and are trusted by Hounsell. They are well placed to move quickly on the development of Rotokauri. Our existing Builder Partners are G.J. Gardner, Jennian Homes, Golden Homes and Signature homes, all of whom have a strong presence in the Waikato. Homes are diverse enough in product offering, design and delivery quality that consumers have a good range of choices. Moving forward, even greater diversity and delivery capacity will be encouraged through an expression of interest process to a broader set of builders managed by Hounsell. The above Builder Partners are also involved in our Lockerbie Estate masterplan development in Morrinsville.

Hounsell's Stage 1 comprises 150 residential lots in the medium density zoned land to the north of the suburban centre. Hounsell lodged its earthworks consent on 23 August 2019 and was approved by Hamilton City Council (HCC) and Waikato Regional Council.

Any future land development within the Rotokauri growth cell is dependent on the completion of two critical local government bulk infrastructure projects:

- Greenway corridor / swale construction required to address stormwater management and enable development of the growth cell.
- Arterial road network and bulk infrastructure.

HCC Detailed Business Case and current Long-Term Plan (LTP) confirms that significant investment is required to deliver the above infrastructure and delivery is several years away.

Hounsell appreciates that HCC staff have provided Growth Cell capex costings with an eye to risk management and there will always be a variance between what development community can provide compared to government / local authorities. Local authority costs are typically higher due to the level of compliance and additional effort to be more accountable with public funds. These amounts clearly place a strain on Council's debt ceiling limits and the viability of Rotokauri in the medium term. In Hounsell's view, the key to enabling Rotokauri Stage 1 is focusing on the Greenway. The Greenway is the main constraint to development given the high DC component. Removing the stormwater DC will provide certainty as to DCs and enable development to occur by a number of developers in the Growth Cell. The HCC 30 year Infrastructure Strategy confirms a requirement of \$96.34m (including land) for stormwater and \$23.73m for the Stage 1 arterial road component to unlock Rotokauri. The above costs are un-escalated and delivery is sits outside the current 2021-31 HCC LTP.

Hounsell believe we can reduce these amounts by 45%, based on the cost saving measures referred above, working with the key landowners to unlock the high land component and utilise the material (cut) from the swale. The remaining infrastructure will be delivered via Private Developer Agreements (PDAs) and Council funding:

Transport: Developer led with Council contributing to upsize on arterial roads

Three Waters: Developer led with Council contributing to upsize where applicable

Community Facilities: Council to consider collaboration with Hounsell or Ministry of Education to reduce costs. Council to fund as the area grows. Note that Council already owns the playing fields on Rotokauri Road.

The adjacent land is also owned by parties that have the ability to develop residential zoned land in Rotokauri and provide development of scale in a short time period.

Hounsell are supportive of the HCC EOI application to Kainga Ora to provide grant funding assistance for necessary lead infrastructure at Rotokauri Stage 1.

Yours sincerely



Adriaan Vlok

Development Manager



13 August 2021

To whom it may concern

Infrastructure Acceleration Fund – Expression of Interest - Rotokauri, Hamilton

Introduction

Rotokauri Development Ltd (RDL) is a Tainui Group Holdings Company, the commercial arm of Waikato Tainui, who own 50 hectares of already zoned residential development land in the Rotokauri Stage 1 growth cell. The development is marketed as Rotokauri Rise. See www.Rotokauririse.co.nz website for further information.

Previously RDL have developed 175 sections within stages 1 to 5 at Rotokauri Rise and are currently delivering the Rotokauri to Te Rapa link road, which will form the main entrance to Rotokauri Stage 1. RDL have currently paused further residential development since the substantial increase in Development Contributions in 2019 to fund the subject Rotokauri stormwater attenuation swale. The absence of the stormwater swale also means RDL and other developers in the catchment are required to create temporary stormwater attenuation which incurs additional development cost.

RDL estimate, based on current zonings, our 50 hectares can accommodate approximately 975 residential dwellings averaging 30 to the hectare across a net development area of 32 hectares after transport, amenity and onsite 3water infrastructure.

Specific housing typologies will be developed through individual staging detailed design, but we estimate the split will be approximately 1/3 medium/high density sections averaging less than 150sqm, 1/3 medium density of less than 350 sqm and 1/3 general/larger sections – over 350 sqm.

These medium-to-medium high densities are in the Hamilton and Rotokauri context to make more efficient use of zoned land, enabling delivery of affordable homes whilst supporting the nearby Rotokauri transport centre (1.5km from Rotokauri Rise), easy multi-modal transport to Te Rapa employment zone, existing education and amenity.

RDL would re-commence delivery of circa 100 lots per year on basis the funding of Rotokauri stormwater attenuation swale is removed from Hamilton City Council Long Term Plan, normalising Development Contributions and need for construction of temporary stormwater attenuation.

At present we understand HCC have currently made un-escalated funding provision in its LTP for commencing funding of the swale in year seven.

A grant from the Infrastructure Acceleration fund would bring forward the construction of the already designed and designated stormwater swale, support installation of key arterial transport corridor and allow the several members of the development community at Rotokauri Stage 1 to commence delivery of meaningful numbers of residential dwellings to the market over the medium term.

Furthermore, there is the ability for Rotokauri stage 1 to deliver additional density through the HCC District Plan review programme and further meet the National Policy Statement on Urban Development requirements.

As an iwi owned organisation RDL will also look to facilitate Tainui members into home ownership at Rotokauri Rise using similar initiatives as our successful and recently complete Te Kaarearea residential development.

Rotokauri Development Limited, c/o Tainui Group Holdings, 6 Bryce Street, Hamilton

Hamilton City Council - IAF Eol - Rotokauri Stage 1

RDL are supportive of the HCC EOI application to Kainga Ora to provide grant funding assistance for necessary lead infrastructure at Rotokauri Stage 1.

If we can be of any further assistance, please do not hesitate to contact us.

Ngaa mihi

James Mc Ilvar
For Rotokauri Development Ltd

RUSKE DEVELOPMENTS LIMITED

121 BURBUSH ROAD

RD8 BURBUSH

HAMILTON

Letter in support of Rotokauri 1 IAF EOI

I represent Everton Heights Ltd, an active developer in the Rotokauri catchment, with a 170 lot development underway, the last stage of which is cannot be completed without the implementation of the Rotokauri Swale stormwater system.

I also represent Ruske Family Trust and PT Kells Family Trust who own land adjoining the swale and collector road out in the Burbush Road area of the catchment, we have approximately 13 hectares of land that is proposed as residential but is unable to be developed until stormwater is available.

We would be looking to develop in a staged manner staring in 5 years' time out at Burbush Road, at present we have no timeline to develop as there is no availability of the large-scale infrastructure required to unlock this catchment. The likely yield for this land is between 150 & 250 dwellings depending on council support around housing density.

Our active Rotokauri Road development is likely to stall in three years' time without this funding.

We support the HCC application for IAF funding for this project, this is great housing area adjacent to employment, tertiary education, and the Auckland Commuter Rail Link, it appears that HCC will struggle to provide the required infrastructure without central government support.

Richard Ruske

**Letter of support for Rotokauri 1 IAF EOI**

To whom it may concern:

I am writing to you on behalf of Apex Property Group, land owner of 12 Te Wetini Drive, Hamilton, to express our commitment to support Rotokauri 1 IAF Expression of Interest.

We are planning to develop a mix use/high density community to provide both employment and living opportunities. If IAF funding was obtained, and the greenway constructed, the entire development could be completed within 3 years, which supplies approximately 900 dwellings.

Sincerely

A handwritten signature in black ink, appearing to be 'Nan Su', written over a large, stylized, scribbled-out area.

Nan Su

Managing Director of Apex Property Group

Acronym Glossary

Acronym	Meaning	Reference
ARI	Average Recurrence Interval (rainfall)	
CBD	Hamilton's Central Business District	
CIP	Crown Infrastructure Partners	
DBC	Detailed business case	R1-29
DC	Development Contributions	
HASHA	Housing Accord Special Housing Area	R2-4
HBA	Housing Development Capacity Assessment (for NPS-UD)	R1-19
HCC	Hamilton City Council	
HIF	Housing Infrastructure Fund	PS4
IAF	Infrastructure Acceleration Fund	
ICMP	Integrated Catchment Management Plan	PS18, R-16
IFF	Infrastructure Funding and Finance Act	
LTP	Long-Term Plan	
MADE	Rotokauri North Holdings Ltd	
MOU	Memorandum of Understanding	
MSP	Hamilton-Waikato Metro Spatial Plan	
NPS-FW	National Policy Statement on Urban Development	
NPS-UD	National Policy Statement on Urban Development	
ODP	Operational District Plan	CC14
PDA	Private Developer Agreement	R2-4
RDL	Rotokauri Development Limited	
RPS	Waikato Regional Policy Statement	CC20
RTLTP	(funding)	CC10; R1-29
TGH	Tainui Group Holdings	
TIO	(NZTA?)	PS8
WINTEC	Waikato Institute of Technology	



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	See this link for the detailed HIF business case for Peacocke: http://www.hamilton.govt.nz/our-partner-projects/Housing-Infrastructure-Fund/Documents/HIF-Detailed-Business-Case-Peacocke.pdf
	For all other attachments, see "Peacocke South –



	Hamilton Attachments". Page references below: Peacocke South infrastructure map Futureproof mayors cover letter (pg 1) Capital cost inflation assumptions (pg 5) Acronym glossary (pg 11)
Part C Eligibility Criteria 2: Eligible Infrastructure Project/s – dwellings enabled and timeframes question (c)	Yield and IAF funding sought tables (pg 7)
Part C Evaluation Criteria: 4.3	Letter of support from Jones Lands Limited (pg 8)

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: Hamilton City 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	Greg Carstens Unit Manager Growth Funding & Analytics DDI: (07) 959 9064 Email: greg.carstens@hcc.govt.nz

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)]

Jones Lands Limited

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

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

4. IAF Funding sought: \$ 91,138,820

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031 – onward
Amount (\$)	\$	\$19,327,571	\$35,580,625	\$35,580,625	\$650,000	\$	\$	\$	\$	\$





Kāinga Ora
Homes and Communities

Part B - Proposal Information

1. Please describe:

(a) the housing development and associated housing outcomes;

Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$105,251,461. Refer to Capital Costs Inflation Assumptions attachment (pg 5).

The 740ha Peacocke growth cell in the south of Hamilton will provide capacity for around 7,700 homes. This Peacocke South proposal will enable development in around 187ha of currently unserviced land in the south of the growth cell sufficient for around 2,200 homes with developer commitment to deliver at least 1,200 homes over 8 years at approximately 150 homes/year.

This IAF proposal will enable planned and zoned housing outcomes in the Peacocke area in the south of Hamilton City. The value of the strategic infrastructure required to enable the planned housing exceeds Hamilton City Council's available debt capacity in the 2021-31 LTP. Notwithstanding Hamilton's ability to borrow, work has been funded to progress concept design, planning and designation work for the enabling infrastructure. In addition, there is strong and ongoing developer interest to unlock the land early for housing.

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

Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$105,251,461. Refer to Capital Cost Inflation Assumptions attachment (pg 5).

All strategic infrastructure listed below are essential prerequisites for new housing in the Peacocke South area. The infrastructure has been developed, sized and located based on the overall catchment to be ultimately served and is beyond the ability of any single developer in Peacocke South to progress on their own from a financial or legislative powers perspective. Infrastructure to enable development in the Peacocke growth cell including a bridge over the Waikato River, strategic wastewater connections and pump stations within Peacocke north and the main wastewater transfer pump station and 7.5km rising main to connect to the city's network and treatment is under construction. This was enabled by the \$290.4M Housing Infrastructure Fund loan facility (HIF funding) and Hamilton City Council's Long Term Plan. The work currently under way and on track for completion in 2023/24 will connect Peacocke from the north to the middle of the growth cell and support around 3,700 dwellings.

The additional infrastructure required comprises:

- 1.3km south-north transport corridor with three intersections, joining the Peacocke South development area to Whatukooruru Drive (proposed Peacocke East – West



minor arterial) (see map attached).

- a 1.6km walkway/cycleway connection from the south-north transport corridor to link with Hamilton's existing cycleway network
- stormwater associated with the road and pump stations
- bulk potable water supply within the road corridor
- strategic wastewater connections within the road corridor and linking to the pump stations
- two wastewater pump stations.
- Additional land for wastewater pumpstations (and likely stormwater as well).

(c) current status and timing.

The existing Peacocke Housing development (funded using the Peacocke Housing Infrastructure Fund) infrastructure provides strategic connections for the entire growth cell and enables residential development in the north and centre of the growth cell. The strategic infrastructure is under way, on schedule and due for completion in June 2023 (north) and June 2024 (centre).

It is key to note that there is no funding for additional infrastructure design or construction within the next 10 years (per LTP). The current status of the Peacocke South development, which this proposal is for, is detailed below:

- The development land is zoned residential.
- The transport corridor land is designated with funding for land acquisition committed through the Peacocke Housing Infrastructure Fund.
- Design is completed to concept stage for all components.

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	\$ 4,429,141	Medium	HIF funded feasibility and planning is presented in the 'other' section below. Escalation costs and inflation excluded from estimates.	\$ 4,429,141
Costs of designing, consenting and tendering	\$ 8,995,781	Medium	HIF funded feasibility and planning is presented in the 'other' section below. Escalation costs and inflation excluded from estimates.	\$ 8,995,781
Land acquisition	\$ 5,902,648	Medium	Land values are sensitive to the prospect of development. Land values in Peacocke North have gone up around 15% in the last 18 months. HIF funded land is presented in 'Other' below.	\$ 5,902,648 <i>[note, costs under this category must be wholly required for Eligible Infrastructure Projects to be eligible for IAF funding]</i>
Construction	\$ 71,811,250	Medium	COVID-19 supply chain and market impacts have led to higher than typical inflation rates for construction materials and services. Escalation costs and inflation excluded from estimates. HIF funded construction is presented in the 'other' section below.	\$ 71,811,250
Administrative costs for establishing complementary financing	\$	Medium	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ 290,400,000 <i>[provide a breakdown of these other costs, i.e., BAU administrative costs]</i>	Medium	\$290.4m HIF funding committed as part of enabling development in North and Central Peacocke and essential infrastructure for infrastructure connections with Peacocke South. All works are eligible infrastructure construction.	<i>[note, costs that are not in one of the categories above are not eligible for IAF funding. See "Eligible Costs"]</i> .
Total	\$ 381,538,820 <i>[total should equal amount in table 2b below]</i>			\$ 91,138,820

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	\$ 284,347,188	Medium	Engineers estimates based on latest LTP rates.	\$ 68,347,188
Three Waters	\$ 97,191,633	Medium	Engineers estimates based on latest LTP rates.	\$ 22,791,633
Flood Management	\$ 0	Medium	Click or tap here to enter text.	\$
Other Eligible Costs ¹	\$0	Medium	Click or tap here to enter text.	\$
Other (non-Eligible Costs)	\$ 0 [Please provide a breakdown of these other costs, i.e., for community infrastructure not funded under the IAF]	Medium	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	\$ 381,538,820 [total should equal amount in table 2a above]			\$ 91,138,820

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)	\$ 18,030,000 [note, this should exclude amounts paid for by the Territorial Authority and recovered through development contributions]	This is the local share level of service component (approx. 10% non-DC) for the HIF infrastructure
Territorial Authority (anticipated to be recovered via development contributions)	\$ 162,270,000 [note, this should only include amounts paid for by the Territorial Authority but which are expected to be recovered through development contributions]	This is the local share growth component (Total less approx. 10% non-DC) for the HIF infrastructure

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



Developer / landowner (other than from development contributions)	\$ [note, include any other amounts paid for by the developer(s) and landowners other than via development contributions or IFF levies]	Hamilton expects the developers that form part of the IAF proposal will contribute the hypothetical cost of land and infrastructure required to service their development. Indicatively the developer allocated costs include: Land (road – collector road standard, all swale land, all development stormwater treatment land) Road (all local and collector roads within the development area including those identified in the approved structure plan, the collector road equivalent to the minor arterial road) Water (all services less than 450mm diameter) Wastewater (local gravity connections sized for the development area) Stormwater (all devices sized for the development area) Construction access
Waka Kotahi	\$ 110,100,000	The HIF funding includes \$110,100,000 Financial Assistance from Waka Kotahi for transport infrastructure that is located in and connects north and central Peacocke There is no approved funding from Waka Kotahi associated with the additional infrastructure identified in section 1(b) other than land (TIO reference 127539, Work Category 333 – part only).
DIA Three Waters funding	\$ 0	There is no approved three waters funding associated with the infrastructure identified in section 1(b)
IFF funding	\$ 0	HCC is currently in discussions with the Ministry of Housing and Urban Development and CIP about an opportunity to convert the Housing Infrastructure Fund in place in the Peacocke growth cell into an IFF structure. This would free up HCC debt headroom of the order of potentially \$80- \$130M which HCC would re-invest into delivering houses at pace and scale in other growth areas, and if successful could mean significant further co-funding for Rotokauri or another area seeking funding through this IAF EOI process. HCC would like to investigate with government agencies the potential for this opportunity to be structured into IAF proposal(s) if HCC is successful in these EOI(s).
Other central government funding (e.g., CIP shovel ready funding)	\$	There is no approved central government funding associated with the infrastructure identified in section 1(b) other than transport land advanced purchase.
Other non- government funding	\$ 0	There is no other non-government funding associated with the infrastructure identified in section 1(b)
Sub-total (excluding IAF Funding)	\$ 290,400,000	<i>Not applicable</i>



IAF Funding Sought	\$ 91,138,820 <i>[note should equal amount in table 2a above]</i>	<i>Not applicable</i>
Total including IAF Funding	\$ 381,538,820 <i>[note, should equal total cost in tables 2a and 2b above]</i>	<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**

There are no funding arrangements in place with central government for any of the IAF infrastructure listed in 2(b) other than land for most of the IAF transport as part of HIF.

Additional land is required for intersections and for a collector road and bridge crossing a gully to provide transport and services access to the south and west of Peacocke. The sub-total excluding IAF Funding of \$290.4M, represents the Peacocke HIF funding, including water, wastewater and transport, which includes funding for most of the land required for the IAF infrastructure but not all.

- (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 non-financial powers of central government are key to the scale and pace of this proposal and would include the assistance with the approvals and consents listed below. We envisage an All of Government support framework and single point of contact for all financial and non-financial decisions and approvals to enable the proposal.

- Call in or fast track for all consents (including consents required for construction activities) and arterial road designation
- Call in and fast track of any required Heritage authority approvals
- Call in and fast track of any required Department of Conservation approvals including wildlife permits
- Call in and fast track of all Regional Council consents
- Waka Kotahi (NZTA) road controlling authority approvals in relation to construction access and any consequential improvements needed for the SH3 corridor



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>NA</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>2189</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.							
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, Whangārei 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).



Eligibility Criteria	Applicant response																																						
<p>Eligible Infrastructure Project/s – (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>(a) Confirm the Eligible Infrastructure Project(s) for which funding is sought are wholly or primarily for the purpose of enabling additional dwellings.</p> <table border="1"> <thead> <tr> <th>Response</th><th></th></tr> </thead> <tbody> <tr> <td>Yes</td><td><input type="checkbox"/></td></tr> <tr> <td>No</td><td><input type="checkbox"/></td></tr> </tbody> </table> <p>(b) State the expected number of additional dwellings to be built (to completion) over each year:</p> <table border="1"> <thead> <tr> <th></th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>2029</th><th>2030</th><th>2031</th><th>2032</th><th>2033</th><th>2034</th><th>2035</th><th>2036 onwards</th></tr> </thead> <tbody> <tr> <td>No. Dwellings (within each period)</td><td>0</td><td>0</td><td>0</td><td>166</td><td>166</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>183</td><td>33</td><td>33</td><td>33</td><td>659</td></tr> </tbody> </table> <p>(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.</p> <p>With Infrastructure Acceleration funding housing construction can begin as early as 2024, delivering between 100-200 homes every year from 2025 to 2032. The delivery of the initial 1,200 homes identified by developer intent is low risk as we have developer commitment (see letter of intention from Jones Lands Limited) and the land is already zoned residential.</p> <p>The additional 989 houses (which are over and above the 1,200 developer committed houses) are considered medium risk. We expect and have made a conservative assumption around the uptake of these balance areas of between 16-33 dwellings per year. This is not unexpected given Hamilton has signalled through the LTP to developers that this area will not be developed for at least 10 years. When the already residentially zoned land is unlocked we do not expect any hesitancy from local developers to develop these areas.</p>	Response		Yes	<input type="checkbox"/>	No	<input type="checkbox"/>		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036 onwards	No. Dwellings (within each period)	0	0	0	166	166	183	183	183	183	183	183	33	33	33	659
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Eligibility Criteria	Applicant response						
3. Eligible Costs Funding requested under the Proposal relates to the following costs: (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.	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: (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"> <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"/>						



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>Hamilton City's total average projected house delivery is 1,200 houses per year over the short to medium term. The eligible infrastructure will enable a total of 4,000 houses in the Peacocke South area, which is material in comparison to Hamilton's average projected growth rate.</p> <p>Housing development within Peacocke south area is projected to gradually increase from approximately 100-200 houses in the short term and increase to around 250 per year once all infrastructure services are available and all development is underway. This is significant both in relation to other growth areas of the city and as compared to the total anticipated city demand.</p>
1.2	<p>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</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>The Peacocke Structure Plan provides for a range of densities and typologies. These include sections down to 200sqm, terraced housing and apartments. The proposed structure plan provides for increased density, providing opportunities for lower cost housing.</p> <p>(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region)⁴; and</p>

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



Evaluation Criteria – Housing Outcomes 40%		Applicant response
	<i>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.]</i>	<p>The Waikato First Home Grant price cap of \$600,000 is unlikely to be achievable other than in high density areas, likely to be less than 10-15% of the developable area.</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>No commitment at this stage</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>Hamilton has one the smallest land areas of any territorial authority, with a drive of just under 16km from the top of Rototuna in the northeast to bottom of Melville in the southwest. As a result, demand tends to be at a citywide level with people easily able to live in any part of the city and commute to another for work, education or recreation.</p> <p>The Future Proof Housing Development Capacity Assessment 2021 (attached) identified the need for an additional 3,500 dwellings in Hamilton (4,200 with a 20% margin applied) by 2023. This expands to 11,900 additional dwellings in the medium term (14,300 with a 20% margin). Particular shortfalls were identified in the lower to mid value bands with this gap projected to expand over time.</p> <p>A housing preference survey undertaken in mid 2020 showed that 80% of respondents preferred a standalone house, however, when factors like affordability constrained their choices, this reduced to 56%. Consenting over the last 5 years saw an average of about 40% standalone houses across Hamilton, however in the greenfield areas like Peacocke, over 60% of consents were for standalone houses. The development area is expected to meet some of this demand.</p> <p>There is a current and pressing need to increase the pace and scale of housing supply, particularly to address the issue of affordability:</p> <ul style="list-style-type: none"> - Over 75% of Hamilton, Waikato and Waipaa homeowners spend more than 30% of their income on housing costs. - The largest city in the Waikato region, Hamilton is the third least affordable housing market in New Zealand. - There is an existing housing supply shortfall of around 4000 houses in Hamilton. The majority of the shortfall is in community and social housing. <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);	The development area has good links to the CBD (8km), Waikato Hospital (5km), Hamilton Airport and Titanium Park (industrial area) are 9km to the south. The Frankton industrial area is 7km away. The development area also has easy access to employment opportunities in neighbouring towns like Cambridge and Te Awamutu, both less than 20mins away.
		(b) (ii) educational facilities (i.e., local primary schools and secondary schools); and	Planning is well underway for 2 new primary schools in area. A restructure of Melville Intermediate and Melville High School is also on the table to enable the schools to accommodate the expected growth from the wider Peacocke Area. The two schools are roughly 4km from the development area. Te Wananga has a campus located less than 3km from the development area and Wintec is 7km away. Waikato University is currently 10km away, however, the new Peacocke bridge is due to open in 2023 and once the new roading is complete, this distance will reduce to about 6-7km. There are a number of early learning options within 3 to 4km of the development area. It is likely that as development in the area progresses, new early learning options will be established closer to the development area.
		(iii) other amenities (i.e., social amenities such as recreation and cultural facilities and retail and shopping).	Peacocke is a new greenfield growth cell and much of it is currently farmland. Council has purchased land for Northern Sports park, and a suburban centre is part of the masterplanning for the growth cell. Hamilton CBD is about 8km away with its range of commercial and hospitality options, and the hospital is 5km away. Glenview shops (including supermarket) is 3km away and will service the development area. The wider Peacocke area will have a gully network and river access that will allow



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
			for recreational use. The new bridge will also have walking and cycling options that will link with the Hamilton Gardens. Hamilton Lake also provides recreational options and is about 5km from the development area.
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>The proposed development will enable housing at a greater density than has previously been provided for in greenfield growth cells and enables a wider range of typologies. The provision of medium density and terrace housing will support the ability to deliver a high amenity greenfield development that is supportive of creating a walkable and cyclable environment. The development is in close proximity to a public transport and a range of commercial and employment activities that will be developed as part of the Peacocke town centre.</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>(a) Please comment on the extent to which the proposal supports housing development on land owned by Māori.</p> <p>NA – the land related to the housing development is not owned by Māori. Council and taangata whenua have partnered Council and Waikato Tainui have agreed the return of land including a heritage paa site</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>Mana whenua have been actively involved in the development of the transport designation and arterial road notice of requirement for the development since 2012 as part of the project team. Their involvement as a core part of the project team will continue as the new stages are unlocked.</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>Safe, off-road walking and cycling paths along with bus services are currently available to the edge of the development area. These will be extended into the development as it progresses. Hamilton City Council works closely with Waikato Regional Council to ensure that Peacocke is appropriately serviced. Council's plan change objectives are for a transformational mode shift, including 20% non-car, and 40% of trips < 2km by walking or cycling. The strategic transport network provides best-practice infrastructure with segregated walking and cycling off road, transit lanes and high priority bus facilities and pedestrian crossings that are mainly grade-separated, prioritising safety, then accessibility, with inclusive access audits part of design.</p>	



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		<p>Council is presenting Peacocke for assessment as NZ's largest Green Star Accredited Community, which in turn will support Home Star for housing, making mortgage incentives accessible. This presents a framework for assessment against a range of criteria including environmental sustainability, climate change, and social impacts. Stormwater is best practice, focussing on gully restoration and groundwater recharge. An Integrated Catchment Management Plan is being finalised with Waikato Regional Council, focusing on the health of the Waikato River in accordance with Te Ture Whānau o Te Awa o Waikato.</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> <p>The Mangakootukutuku integrated catchment management plan (ICMP) applies to most of Peacocke. The Mangakootukutuku ICMP mitigates and manages the effects of climate change and flooding and improves the health and wellbeing of the Waikato River through reduced transport of nitrogen, phosphorus and suspended solids into the river. The key emphasis in Peacocke is in protecting natural watercourses through recharge. Council is partnered with NIWA for a study in Peacocke on the effects of urbanisation on freshwater quality. Many of the Peacocke wetlands are highly modified gully heads, some of which are affected by the transport designation. Implementation needs to recognise the ICMP and NPS-for Freshwater Quality.</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 and developers, including Jones Lands, are collaborating elsewhere in Peacocke on joint treatment and discharge infrastructure to minimise impacts and optimise outcomes. These are documented in Private Developer Agreements. Successful collaboration includes ponds, treatment trains and joint outfalls. This collaborative approach to achieve better outcomes will continue in the area.</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>Material environmental compliance obligations are prevalent in all conditions of consent or designation. The operative designation for the transport and utility corridor has an approved Environmental Management Plan and Wildlife Permit for lizards. Additional consents for wastewater connections and pump stations will meet all environmental compliance obligations. There are no known additional or unique environmental compliance requirements to developing Peacocke South. Bat habitat concerns have been addressed through Environment Court consideration for nearby subdivisions and the Southern Links Environmental Management Plan. The structure plan review will consolidate the Environment Court</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		<p>findings.</p> <p>The investment through building infrastructure for Peacocke will see 15 hectares of gully restoration, around 30 wetland areas and over 100,000 new native plants. This includes restoration planting, installation of artificial bat roosts, and removal of weed species, while ensuring tree species suit the local conditions as well as the needs of existing wildlife.</p> <p>Pest and predator control will be in place to protect the new planting, as well as reduce predation on long-tailed bats and lizards and support a flourishing native bird population. Longer-term, there will be continuing investment monitoring wildlife behaviour supporting resident populations.</p>



Evaluation Criteria – Impact of funding 20%		Applicant response
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) Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</p> <p>All strategic infrastructure listed in section 1(b) is an essential prerequisite for any new housing in the Peacocke South area. Housing developments are unable to progress in any way without roading and waters services and Hamilton has no funding available in the next 10 years to deliver these critical infrastructure projects.</p> <p>(b) Describe how the IAF funding requested is critical to the delivery of that infrastructure.</p> <p>All strategic infrastructure listed in section 1(b) is beyond the ability of any single developer in Rotokauri to progress on their own from a financial or legislative powers perspective. In addition, Hamilton City is at or near its debt limits in the 2021-31 LTP and only a small proportion of the necessary funding is available in the latter part of the 10 year period. IAF funding is needed to accelerate the essential infrastructure while avoiding the debt implications for Hamilton City. Without an off balance sheet intervention, the investment in infrastructure cannot occur in the short to medium term.</p> <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> <p>The proposal brings forward by at least 10 years residential development of up to 4,000 dwellings in Peacocke South.</p>



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 rises, prudent borrowing, or use of the IFF framework) have been exhausted.	<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 been successful in achieving \$290.4M of HIF funding to support implementation of the gateway connections and links for central Peacocke that this proposal is dependent on for wider network connections (especially wastewater). Council proposed Peacocke for CIP consideration for IFF funding. This was initially considered a low priority for CIP but options are being explored to reintroduce this option. Council is expecting successful resolution of the Judicial Review of its DC framework. This will confirm the DC approach as reasonable. The 2021 – 2031 Long Term Plan explains how Council has no reserve capacity in its debt to revenue ratio.</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>As in (a) above, Council is using the HIF and available LTP funding to deliver access in north and central Peacocke.</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>There is no funding within the LTP which relates to the eligible infrastructure projects in this EOI.</p>

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

⁶ Developer and Māori Applicants should provide the most recent Long Term Plan publicly available, and answer this to the best of their knowledge.



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>HIF funding already committed</div> <p>(b) the expected quantum of such co-funding; and</p> <div>\$ 290,440,000</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>HIF</div>





Kāinga Ora
Homes and Communities

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; margin: 5px 0;"> <p>HCC has proactively removed all known barriers to progress it can. Council expects that where there are opportunities for an all of government approach to reduce delays, support will be available.</p> </div> <p>(b) Please complete the milestone table below, regarding the Eligible Infrastructure Project(s) only, and not the housing development.</p>		
Milestone	Status	✓	Expected Date	Comment
Procurement of construction contractors	<i>Suitable tender complete</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<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.	The Peacocke HIF infrastructure procurements mean we are well placed for efficient engagement.
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>	✓	1/07/2022	Subject to funding. Advance funding could significantly reduce time risks.
Designations/Consents	<i>Approved</i>	✓	Click or tap to enter a date.	Transport designation approved. Stormwater area designated but regional consents required
	<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 type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	<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.	Passive acquisition under way
	<i>Approved</i>	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Preliminary design and costing	<i>Draft</i>	<input checked="" type="checkbox"/>	1/07/2022	Current estimates approved but changes in freshwater quality requirements and accessibility expectations not independently reviewed.
	<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.
	<i>Approved</i>	<input checked="" type="checkbox"/>	1/07/2018	The Peacocke HIF DBC applies to the implementation of the northern and central infrastructure. The subsequent development was subject to funding and expected to take up to 30 years. The management approach and risk assessments remain mainly valid.
Business Case or Investment Case	<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.
	<i>Approved</i>	<input checked="" type="checkbox"/>	1/07/2018	Waka Kotahi Board and NLTP approvals for HIF funding. Cabinet endorsement for HIF funding for north and central Peacocke. Council has approved the IAF proposal.
Other approvals	<i>(i.e. Council committee, Waka Kotahi approvals)</i>	<input checked="" type="checkbox"/>	1/07/2018	
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>Refer to attached letter from Jones Lands Ltd (pg 8). The proposal was initiated by Jones Lands Ltd and adopted by HCC. The developer has committed 1200 homes at around 150 homes/year from infrastructure connectivity (expected around 2025).</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> <p>Subdivision consent.</p>
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Page 25



4.3	Demonstrated alignment between all parties including Territorial Authorities, Regional Councils, mana whenua and developers needed to advance the housing development.	<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="840 438 1742 518" style="border: 1px solid black; padding: 5px;"> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners. The partners include Hamilton City Council, Waikato Tainui, Waipaa District Council and Waikato District Council.</p> </div> <p>(b) Regional Councils;</p> <div data-bbox="840 566 1742 646" style="border: 1px solid black; padding: 5px;"> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners. The partners include Hamilton City Council, Waikato Tainui, Waipaa District Council and Waikato District Council.</p> </div> <p>(c) mana whenua;</p> <div data-bbox="840 694 1742 774" style="border: 1px solid black; padding: 5px;"> <p>Mana whenua have been actively involved in the development of the transport designation and arterial road notice of requirement for the development since 2012 as part of the project team and continue to support the proposal.</p> </div> <p>(d) developers (to the extent possible); and</p> <div data-bbox="840 821 1742 885" style="border: 1px solid black; padding: 5px;"> <p>All directly affected and adjacent developers have been met and indicatively support the proposal (refer attached letter of support pg 8).</p> </div> <p>(e) any others,</p> <div data-bbox="840 933 1742 997" style="border: 1px solid black; padding: 5px;"> <p>Click or tap here to enter text.</p> </div> <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> <div data-bbox="840 1117 1742 1244" style="border: 1px solid black; padding: 5px;"> <p>Hamilton has a proven track record of delivering the type of infrastructure identified in 1(b) both as Council led infrastructure or developer led infrastructure that Council upsizes. The Hamilton City Council capability is clearly demonstrated through the Housing Infrastructure Fund project entered into in June 2018 for Peacocke which is currently on time and on budget despite the impacts of COVID-19. The Council routinely delivers the LTP, which includes similar roading, waters and pump house projects.</p> </div>



		<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: <i>Kāinga Ora understands that many Applicants do not themselves have experience in delivering infrastructure and/or housing developments.</i></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>										
		<table border="1"> <thead> <tr> <th colspan="2">Infrastructure experience</th> </tr> <tr> <th>Relevant party</th> <th>Describe prior example <i>[insert name, location, number of dwellings]</i></th> </tr> </thead> <tbody> <tr> <td>Hamilton City Council</td> <td>Housing infrastructure fund (see 4.4(a)) all LTP capex projects.</td> </tr> <tr> <td>Peacocke team</td> <td>A dedicated infrastructure delivery team has been stood up to deliver the HIF infrastructure in Peacocke. This team is in place, is well skilled and could be scaled such that the subject infrastructure could piggyback relatively easily off the wider Peacocke programme.</td> </tr> <tr> <td>Click or tap here to enter text.</td> <td>Click or tap here to enter text.</td> </tr> </tbody> </table>	Infrastructure experience		Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>	Hamilton City Council	Housing infrastructure fund (see 4.4(a)) all LTP capex projects.	Peacocke team	A dedicated infrastructure delivery team has been stood up to deliver the HIF infrastructure in Peacocke. This team is in place, is well skilled and could be scaled such that the subject infrastructure could piggyback relatively easily off the wider Peacocke programme.	Click or tap here to enter text.	Click or tap here to enter text.
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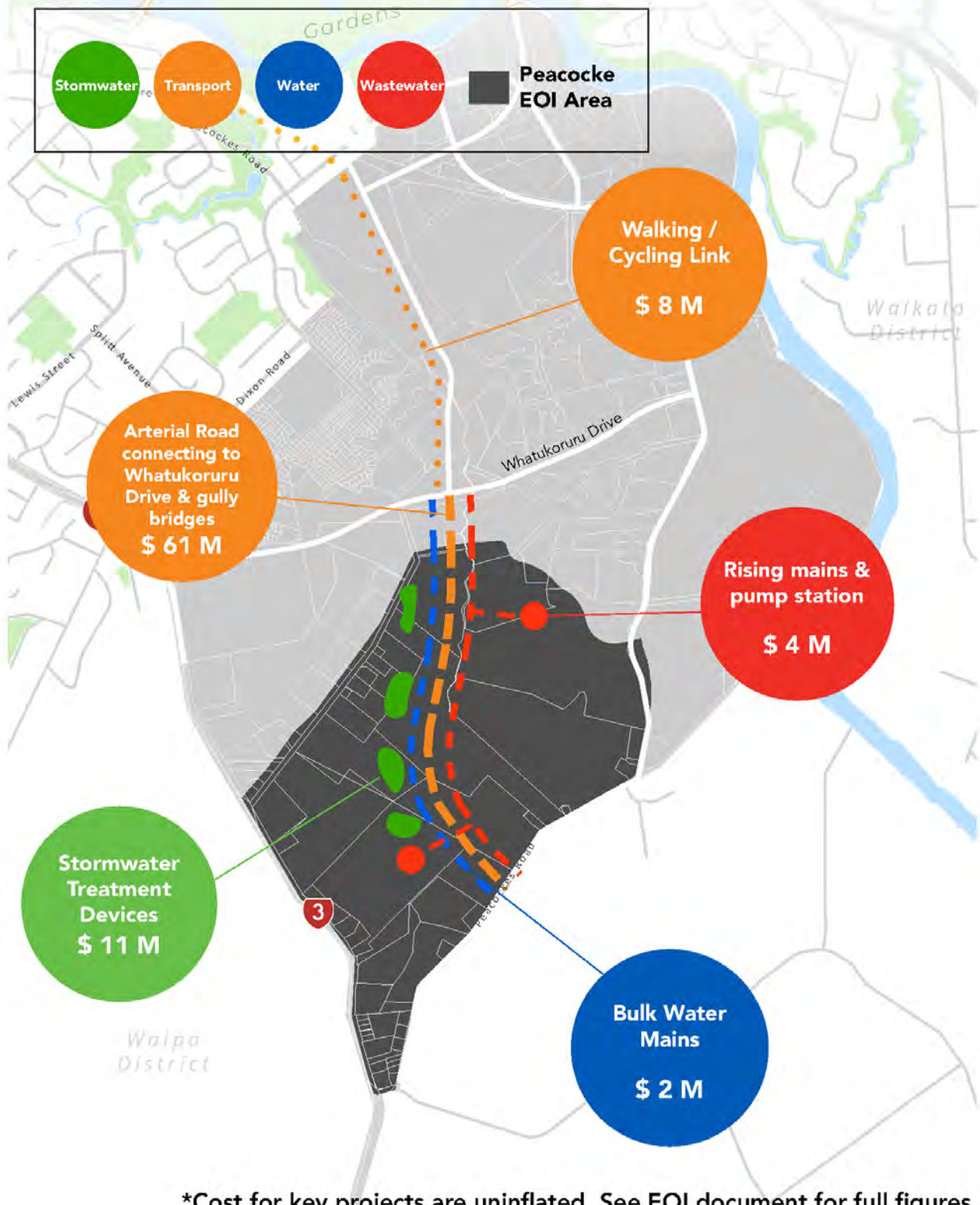


PEACOCKE SOUTH

KEY PROJECTS - UNINFLATED IAF BID

Item 9

Attachment 5





Future Proof Implementation Committee
c/o Waikato Regional Council
(Administering Authority)
Private bag 3038
Waikato Mail Centre
Hamilton 3240

13 August 2021

Andrew Mackenzie,
Chief Executive
Kāinga Ora – Homes and Communities

Dear Andrew,

Infrastructure Acceleration Fund Expressions of Interest

The Future Proof Partnership would like to commend the Government for its commitment to increasing the pace and scale of housing delivery through its Infrastructure Acceleration Fund (IAF).

Future Proof Partners are in an ideal position to utilise this fund to support the Government's objectives for improving housing affordability and delivering housing at pace and scale. A number of opportunities exist within the sub-region where IAF funding can be successfully applied in an accelerated timeline to achieve the funds outcomes.

Future Proof's expressions of interest comprise:

Hamilton

1. Ruakura-Enderley/Fairfield
2. Central City
3. Rotokauri Stage 1
4. Rotokauri Stage 2
5. Peacocke South
6. Rototuna North East

Waipā

7. Te Awamutu Growth Cell 11

Waikato District

8. Huntly / Ohinewai
9. Hopuhopu
10. Ngāruawāhia
11. Horotiu.

Each of these applications is consistent with the objectives of the Urban Growth Agenda (UGA), consistent with the Hamilton-Waikato Urban Growth Partnership and consistent with the Future Proof

Growth Strategy, the Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme. These proposals can be delivered in the short-medium term as many are well advanced in terms of planning, and we have a motivated development community who are ready to work with our local authority partners to deliver housing and community spaces within an accelerated timeframe.

Each application represents a co-funding opportunity between central government, local government and the private sector. Details of these commitments are provided in the individual expressions of interest.

Our history of collaborative planning, our track record of delivery, as well as our commitment to enduring partnerships with Iwi, central government, and the private sector should provide the Government with confidence that any successful Future Proof IAF bid will deliver on desired housing outcomes.

Future Proof Partnership

The Future Proof partnership includes the territorial authority areas of Hamilton City Council, Waipā District Council, and Waikato District Council. The Future Proof partnership was set up to consider how the sub-region should develop into the future. The Future Proof partnership includes Iwi, local government, Waka Kotahi, the Waikato District Health Board and central government. The partnership recognises that this collaborative, boundaryless, sub-regional approach is needed to achieve successful growth. The governance of the partnership includes three Cabinet Ministers.

Strategically located at the heart of the upper North Island, with direct transport links to Auckland and Tauranga, our area is the third fastest growing urban centre in New Zealand. With the population of the sub-region projected to increase by 31 percent over the next 30 years, collective planning, and action between government, tāngata whenua, residents and businesses is critical to its integrated development and long-term sub-regional and national prosperity.

The value of Future Proof lies in this partnership approach. Future Proof has access to significant resources across the four local authorities to develop and give effect to the Future Proof Growth Strategy and related initiatives. It provides a vehicle for ongoing collaboration and implementation. It enables joined up thinking across the partnership.

The Future Proof Strategy itself is a 30-year growth management and implementation plan to manage growth in a collaborative way and to address complex planning issues, especially cross-boundary and infrastructure matters. Building on the platform of the previous strategy, it combines the agreed Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme, into a single strategy for the sub-region. The strategy (currently in draft), will also be the first key step in implementing National Policy Statement for Urban Development (NPS-UD) in terms of desired urban form and transport outcomes, and the framework for changes to the Regional Policy Statement and District Plans. The Future Proof partnership has a clear and agreed understanding of the best opportunities for application of the IAF within the sub-region.

Urban Growth Agenda and Future Proof

The spatial planning pillar of the UGA is primarily delivered through Urban Growth Partnerships between the Crown, local government, Iwi and local communities. Under this pillar of work, Future Proof has been the vehicle for development of both the Hamilton-Auckland Corridor Plan and Implementation Programme (H2A Plan) and Hamilton-Waikato Metro Spatial Plan (MSP).

The H2A Plan sets the spatial intent for the Hamilton to Auckland Corridor and the MSP is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.

Like the H2A Plan, the MSP is designed to deliver on the objectives outlined in the UGA; specifically in respect of removing barriers to the supply of land and infrastructure and allowing cities to grow up and out strategically. The MSP sets out how and where the area should grow, develop, and move around long-term to ensure social, economic, and environmental prosperity.

In addition to these plans, we are currently partnering with central government on the development of a comprehensive Programme Business Case to identify a rapid and frequent transport network that will support the urban development objectives of the MSP and are actively collaborating with Kainga Ora on implementing the NPS-UD to support their objectives and improved housing outcomes.

These comprehensive and collaborative planning endeavours across the sub-region provide long-term clarity of direction and ensure that all partners are aligned in their vision for future growth.

The Housing Problem

Through research undertaken by the Future Proof partnership, Waikato Housing Initiative (WHI) and the development of the Hamilton City Housing Strategy; the Future Proof partnership has a good understanding of the housing challenges within the sub-region.

There is a current and pressing need to increase the pace and scale of housing supply particularly to address the issue of affordability and to increase the supply and competitiveness in the residential housing market:

- Over 75% of Hamilton / Waikato / Waipā homeowners spend more than 30% of their income on housing costs¹.
- The largest city in the Future Proof area, Hamilton, is the third least affordable housing market in New Zealand¹.
- In Hamilton / Waikato / Waipā collectively there was a 375% increase in demand on the social housing register from December 2017 to December 2019¹.
- The existing supply of developable ready greenfield land in Hamilton is held by a handful of large developers, increasing the risk of land banking and increasing the price of this land.
- Future developable land is projected on the basis that planned infrastructure is funded and will be delivered.

Looking forward, the Future Proof Housing Development Capacity assessment (NPS-UD HBA)² identifies that the Future Proof sub-region is not likely to have any projected shortfalls in housing capacity over the next 30 years. However, this is contingent on the timely provision of infrastructure in line with assumptions underpinning the HBA. If there are delays in the provision of infrastructure this will impact on our ability to provide sufficient development capacity.

Whilst there is no shortage of development capacity, the NPS-UD HBA identifies a significant misalignment between what the market will deliver and the levels of demand for more affordable homes, for a range of housing tenures, and for greater variety in housing types. There is a pressing need to deliver more affordable homes.

¹ https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Case-for-Change_reduced.pdf

² <https://futureproof.org.nz/assets/FutureProof/Documents/HBA-OPEN-Attachment-1-Future-Proof-Housing-Development-Capacity-Assessment-2021-Final.pdf>

Funding

Future Proof and its partners are committed and ideally placed to support the development of housing at pace and scale, however the partner councils are significantly constrained by their ability to fund infrastructure to service this growth.

Without timely infrastructure delivery, current and future communities suffer. This can manifest as less affordable housing, lost productivity opportunities, increased congestion and transport cost, crowded civic infrastructure, and negative environmental impacts. While the problem is more complex than infrastructure alone, we are seeing many of these effects today.

Significant additional funding, through the IAF, will enable the sub-region to deliver infrastructure solutions that will increase the pace and scale of housing supply; and importantly assist in building quality, liveable and affordable communities.

Future Funding and policy to support housing supply and affordability

Whilst Future Proof is strongly supportive of the Governments creation of the IAF and looks forward to continuing to partner in these projects, we believe this fund is only part of the long-term solution to infrastructure funding challenges. Enduring and coordinated funding streams are critical to ensuring urban development achieves the outcomes sought by Government.

Current collaboration through the Urban Growth Partnership, and initiatives like the Housing Infrastructure Fund deployed in Hamilton's Peacocke growth cell and the Housing Acceleration Fund (and IAF) help, but in order to provide the desired long-term success a funding pipeline is needed to ensure a sustainable, enduring, and aligned commitment to deliver housing and successful urban environments.

On behalf of Future Proof, thank you for your consideration of these enclosed Expressions of Interest.

Yours sincerely



Bill Wasley
Independent Chair
Future Proof



Paula Southgate
Mayor of Hamilton



Jim Mylchreest
Mayor of Waipa



Allan Sanson
Mayor of Waikato





IAF Capital Cost Inflation Assumptions

Important note: Detailed breakdowns in the Expressions of Interest document **do not represent the requested IAF funding and are in uninflated 2021 NZ dollars**. HCC's requested IAF funding is the inflated figures set out in this note.

1.0 Total IAF funding sought for Peacocke South

(per Part A of the Eol response form)

Part A 4. IAF Funding sought (inflated): \$105,251,461

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2031 - onward
Amount (\$'000)	\$-	21,167	40,720	42,552	812						0

2.0 Summary

This note summarises recent trends and potential future influences on construction costs and sets out inflation rates used for Infrastructure Acceleration Fund (IAF) infrastructure cost forecasting.

The final IAF funding amount needs to allow for an appropriate level of inflation. HCC's IAF inflated costs are based on the current HCC 2021-31 LTP rates of 2.8% - 3.3% forecast by BERL plus an escalation allowance of approximately 1.5% annually over the first five years for increased input costs, reduced efficiencies from supply chain disruption and expected construction market resource shortages.

The inflated costs therefore allow for 4.5% inflation annually over five years to 2025/26. The increase over the current HCC 2021-31 LTP rates forecast by BERL accumulates an additional 8-10%.

These assumptions are for the purposes of compiling Expressions of Interest to the IAF only, have not been adopted by Elected Members and do not represent an official HCC view on inflation.

3.0 Background

Business and Economic Research Ltd (BERL) were contracted on behalf of the local government sector to provide inflation forecasts for the period of HCC's 2021-2031 LTP. The capital expenditure inflation forecast has included a higher inflation rate in its budget, based on BERL's faster rebuild scenario. This recognised the higher costs associated with expected high demand for contractors.

Waka Kotahi typically assumes 3% escalation. Waka Kotahi publishes cost fluctuation indices to facilitate contract price adjustment. Construction inflation appears to trend higher than CPI.

The June 2021 annual inflation rate was 3.3% (StatsNZ). The Reserve Bank of New Zealand expect more persistent consumer price inflation pressure to build over time due to rising domestic capacity pressures and growing labour shortages

The Waka Kotahi construction index¹ show an increase of around 3.5% over nine months from June 2020 (mid Covid) to March 2021 (latest), which is higher than the BERL forecast of 3.3% for 21/22.

The Waikato River Bridge (currently under construction in Peacocke) included cost fluctuation because of its duration and to ensure that tender prices were not inflated to allow for risks such as associated with Covid outside of contractors' control. The weightings used for the bridge contract fluctuation calculation are similar to the Waka Kotahi weightings for construction excluding structures and have resulted in cost fluctuation

¹ <https://www.nzta.govt.nz/resources/procurement-manual/procurement-tools/>

payment to date of around 3.5% over the first year. The average over the previous five years was around 1.5%.

Price increases are one factor reflecting the increase in demand and supply being disrupted or slow to catch up. Other factors likely to have an effect but slower to feature will be legislated increases in minimum wages and holiday allowances, skill shortages affecting labour costs and higher time-risk pricing to allow for supply chain disruption.

Other observations based on industry knowledge or anecdotal discussions with contractors and include:

- WEL Networks lead time for high voltage cable supply jumped from around 6 – 17 weeks, resulting in reprogramming and temporary diversions. On top of already long utility design lead times because of pressure on existing utility staff, this means changes are very high risk.
- High demand for sheet piles necessary for deep trenching and excavations leading to potential delays (not realised) but higher temporary works costs.
- A supply chain investigation² by Waka Kotahi indicated that aggregate materials were most at risk with concerns raised about the capacity of quarries. Recent data for construction aggregates shows a 5% increase in aggregate costs from last year.
- A shortage of timber piles has meant lead times around 16 weeks or more compared to two to four weeks previously. Depending on whether the delay is assessed as being foreseeable this could mean significant costs in claims or workaround solutions/substitutes.
- N4 tenderers' electrical suppliers had suppliers refusing to hold prices for copper wire for more than seven days.

4.0 Approach taken for this Expression of Interest

To allow inflation of 4.5% annually for five years of the IAF inflated estimates (approximately 1.5% over BERL forecasts) as summarised below (June year ending):

Table 1: IAF Capital Inflation Rates compared to HCC 2021-31 Inflation Rates³

Year (FY)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2021-31 LTP Capital Inflation	3.3%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%	3.0%	2.8%
LTP Cumulative	3.3%	6.4%	9.6%	12.9%	16.3%	19.5%	23.1%	26.8%	30.6%	34.3%
IAF Capital Inflation	4.8%	4.5%	4.5%	4.5%	4.5%	2.8%	3.0%	3.0%	3.0%	2.8%
IAF Cumulative	4.8%	9.5%	14.4%	19.6%	25.0%	28.5%	32.3%	36.3%	40.4%	44.3%
Cumulative Increase over LTP	1.5%	3.1%	4.9%	6.7%	8.7%	9.0%	9.2%	9.5%	9.8%	10.1%

² <https://www.nzta.govt.nz/assets/resources/supply-chain-survey-findings-report/waka-kotahi-supply-chain-survey-findings-report-abridged-version-202004.pdf>

³ <https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf> page 96, 97

IAF funding request summary - Peacocke South

Peacocke South (Uninflated)	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	
Years	1	2	3	4	5	6	7	8	9	10	Total
WATER	\$ -	\$ 412,500	\$ 792,969	\$ 792,969	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,038,438
350mm bulk main		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 412,500	\$ 792,969	\$ 792,969	\$ 40,000						
WASTEWATER	\$ -	\$ 1,841,633	\$ 3,731,406	\$ 3,731,406	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,454,445
Wastewater pumpstation N12 and rising main		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 1,011,109	\$ 2,024,688	\$ 2,024,688	\$ 50,000						
North-south rising main and Wastewater pumpstation N13		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 555,180	\$ 1,094,844	\$ 1,094,844	\$ 50,000						
North-south gravity strategic wastewater main		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 275,344	\$ 611,875	\$ 611,875	\$ 50,000						
STORMWATER	\$ -	\$ 4,037,500	\$ 3,590,625	\$ 3,590,625	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,298,750
Stormwater Ponds		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 4,037,500	\$ 3,590,625	\$ 3,590,625	\$ 80,000	\$ -					
TRANSPORT	\$ -	\$ 13,035,938	\$ 27,465,625	\$ 27,465,625	\$ 380,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,347,188
Two lanes of Arterial corridor from Peacocke South to future Whatukooruru Drive (HIF East West Arterial)		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 8,943,750	\$ 18,562,500	\$ 18,562,500	\$ 300,000						
Collector Road Gully crossing to east		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 2,796,438	\$ 5,740,625	\$ 5,740,625	\$ 60,000						
Cycle/walkway link from future Whatukooruru Drive (HIF East West Arterial) to CBD Connection (Extra over HIF wastewater)		Design, Land acquisition, Procurement	Build	Build	Defects/ Maintenance Period						
IAF funding \$ uninflated		\$ 1,295,750	\$ 3,162,500	\$ 3,162,500	\$ 20,000						
Total Bid \$ Uninflated	\$ -	\$ 19,327,571	\$ 35,580,625	\$ 35,580,625	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,138,820

EOI Response Form Part A 4. and 5. INFLATED. Refer to attachment 4. for inflation assumptions

Peacocke South (Inflated) refer attachment 4.	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
IAF Funding Sought	\$ -	\$ 21,166,782	\$ 40,719,968	\$ 42,552,367	\$ 812,344	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,251,461

IAF - Housing capacity and uptake by developer or area - Peacocke South

Developer / area	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2036+	Total houses built	Total capacity
Jones Land Limited				150	150	150	150	150	150	150	150					1,200	1,200
Balance of housing development area				10	16	33	33	33	33	33	33	33	33	33	659	330	989
Total	-	-	-	166	166	183	183	183	183	183	183	33	33	33	659	1,530	2,189

JONES LANDS LIMITED
Suite 2, Level 3
527 Victoria Street
Hamilton 3204

tristan@jonesgroup.co.nz

Item 9

Hamilton City Council

Private Bag 3010

Hamilton 3240

17 August 2021

Subject: Letter of Support – IAF bid for Peacocke South, Hamilton

Dear Stafford,

I am writing to provide our support for the Hamilton City Councils IAF bid for Peacocke South infrastructure.

As brief introductory, I am a co-director of Jones Lands Limited along with multiple other related property development entities based in Hamilton. We (through our related group companies) have extensive experience and a proven track record of delivering large-scale residential projects in New Zealand. Over the past 15 years, we have developed in excess of 800 properties within the Waikato region. In addition to this, we currently have a circa 600-lot greenfield project under construction within the Peacocke area with the first stages of the development on-track for delivery early next year.

Within Peacocke South, Jones Lands Limited has unconditionally purchased land to accommodate a further 800 houses and we are in advanced discussions to secure adjoining land which will accommodate 400 additional houses.

In total we are proposing a design-led 1200 home master-planned residential development located over 55 hectares of land. A map detailing these land holdings is attached to this letter.

We have previously expressed an interest in Hamilton City Council leading a bid to secure funding to construct key strategic infrastructure within Peacocke South.

Attachment 5

Construction of this strategic infrastructure is essential to unlock our land holdings and facilitate growth in the wider Peacocke South area.

We would like to take this opportunity to reconfirm that if funding for key infrastructure in Peacocke South is confirmed then Jones Lands Limited will bring forward our development intentions and commit to constructing 1200 homes over an 8-year period between 2023 and 2031. We are keen to ensure this is an affordable development and one of our key drivers will be master planning housing typologies that offer smart affordable living in the mix of the wider development and with green accreditation.

The project will be developed by Jones Lands Limited as lead developer in partnership with our build partners and Hamilton City Council through a private development agreement.

The programme allows for acceptance of the IAF bid, a lead-in consenting and procurement time and assumes commencement of construction for the first stages of the development parallel to the construction of the key infrastructure. From commencement, 150 houses are proposed to be constructed annually.

In conclusion, we are in full support of Hamilton City Councils Peacocke South IAF bid and we see this as key to support further growth and development within the area.

If we can be of any further assistance, please let us know.

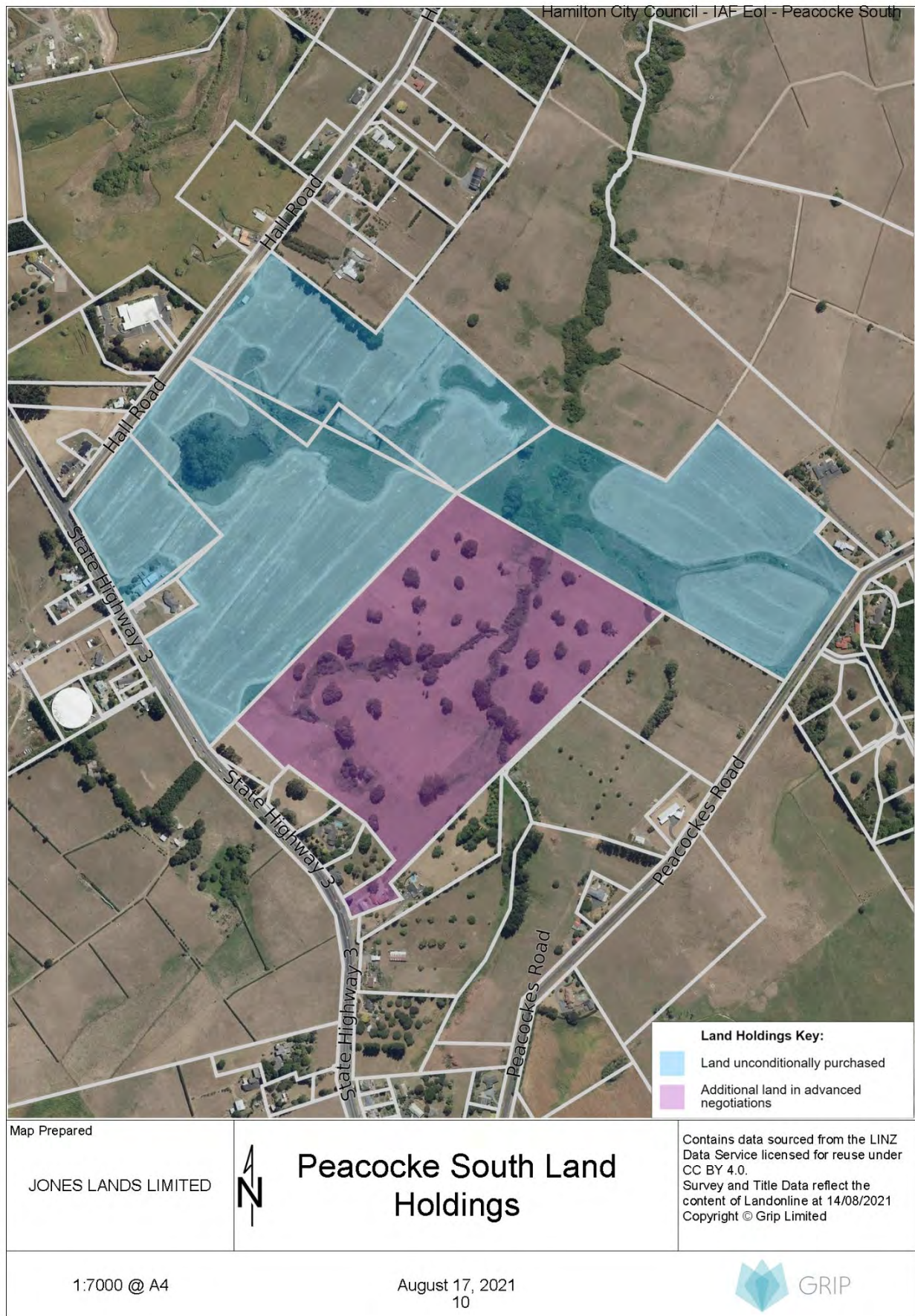
Sincerely,



Tristan Jones

Director

Jones Lands Limited



Acronym Glossary

Acronym	Meaning	Reference
ARI	Average Recurrence Interval (rainfall)	
CBD	Hamilton's Central Business District	
CIP	Crown Infrastructure Partners	
DBC	Detailed business case	R1-29
DC	Development Contributions	
HASHA	Housing Accord Special Housing Area	R2-4
HBA	Housing Development Capacity Assessment (for NPS-UD)	R1-19
HCC	Hamilton City Council	
HIF	Housing Infrastructure Fund	PS4
IAF	Infrastructure Acceleration Fund	
ICMP	Integrated Catchment Management Plan	PS18, R-16
IFF	Infrastructure Funding and Finance Act	
LTP	Long-Term Plan	
MADE	Rotokauri North Holdings Ltd	
MOU	Memorandum of Understanding	
MSP	Hamilton-Waikato Metro Spatial Plan	
NPS-FW	National Policy Statement on Urban Development	
NPS-UD	National Policy Statement on Urban Development	
ODP	Operational District Plan	CC14
PDA	Private Developer Agreement	R2-4
RDL	Rotokauri Development Limited	
RPS	Waikato Regional Policy Statement	CC20
RTLTP	(funding)	CC10; R1-29
TGH	Tainui Group Holdings	
TIO	(NZTA?)	PS8
WINTEC	Waikato Institute of Technology	

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	See "Rototuna North – Hamilton Attachments" for all attachments. Page references below: Rototuna North map Futureproof mayors cover letter (pg 1) Capital cost inflation assumptions (pg 5)



Part C Eligibility Criteria 2: Eligible Infrastructure Project/s – dwellings enabled and timeframes question (c)	Yield and IAF funding sought tables (pg 7)
Part C Evaluation Criteria: 4.3	Letters of support from: - Kirkdale Investments (pg 8) - Pragma Property (pg 9)

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: Hamilton City 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	Greg Carstens Unit Manager Growth Funding & Analytics DDI: (07) 959 9064 Email: greg.carstens@hcc.govt.nz

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)]

Rototuna Heights Limited - 50% shareholding Pragma Group; 50% shareholding Pragma Property Group Limited. The developer's land is north of the Waikato Expressway (247 Horsham
--



Downs Road).

Kirkdale Investments Limited - The developer south of the Expressway (and their building partners).

The Investment in infrastructure also allows immediate development of other land holdings south of the Kirkdale land at North Ridge Drive and will also service future development east of the Rototuna Heights land bounded by Horsham Downs Road and the Waikato Expressway.

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

Name:	Rototuna North		
Location (suburb and city):	Rototuna, Hamilton		
Territorial Authority region:	Hamilton City		
Brownfield / Greenfield:	Category		<input checked="" type="checkbox"/>
<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>	Greenfields OR		<input checked="" type="checkbox"/>
	Brownfields		<input type="checkbox"/>

4. IAF Funding sought: \$ \$ 16,368,523.57

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031 – onwards
Amount (\$)	\$0	\$5,637,629	\$10,730,895	\$	\$	\$	\$	\$	\$	\$





Kāinga Ora
Homes and Communities

Part B - Proposal Information



1. Please describe:

(a) the housing development and associated housing outcomes;



Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$18,454,994. Refer to Capital Cost Inflation Assumptions attachment (pg 5)

This proposal enables 900 homes in Rototuna, the majority committed to by Kirkdale Investments Limited and Pragma Residential Limited. There are other land owners, some in the Northridge area, but the majority to the east of Rototuna Heights (refer to attached Rototuna North map). This proposal is within the Rototuna area which is well advanced with a high degree of certainty of immediate commencement and dwelling delivery. Due to its advanced nature, the willingness of developers to partner with Council, and the ability to deliver outcomes this construction season, this proposal would be a strong candidate for the fast-tracked IAF process.

The Rototuna Heights subdivision is consented and earth works will commence this year. Delivery of housing however, is reliant on access across Kirkdale land to connect waste water and storm water to services in Borman Road.

Kirkdale will allow access across their property if Borman Road is extended and connected to Horsham Down Road, which gives them certainty of the Rototuna Heights service locations in the context of their own development plans. Kirkdale will commit to bringing forward from their previous planning, dwellings with a direct connection to Borman Road.

Council owns the land for the Borman Road extension, has designated it, has completed the design, and obtained the important consents. The project is now in the tendering stage. Council has allocated funding this year (2021/22) to commence the project but is reliant on receiving a Waka Kotahi subsidy for the project. Waka Kotahi has approved the business case and funded pre-implementation work but has recently indicated that they are unlikely to fund implementation due to a shortage of funding. This would mean that Council would have insufficient funding to start the Borman Road Extension and it would be unlikely to commence in the next 10 years, or until at least the next LTP in 2024 when its timing could be debated with the community. It would be a challenge for Council, given its debt/revenue ratio, to fund it at a higher level. This bid requests the balance of funding required to complete Borman Road on top of the funding share that Council has already allocated.

Bid funding will give certainty of completion of Borman Road which in turn gives certainty to the service connections and assures the Rototuna Heights development proceeds. It also means that Kirkdale will commit to a number of lots on their development, which rely on Borman Road for access ahead of their previous planned timing.

This proposal enables approximately 900 homes in Rototuna, the majority committed to by Pragma Residential Ltd (up to 150 duplexes, 70 standalone dwellings and 150 apartments within 4 years) and Kirkdale Investments Limited (35 residential dwellings, up to a 100 medium density dwellings within 5 years). There is a small development to the south of Borman Road (North Ridge Drive) that will have approximately 45 lots unlocked by this investment in infrastructure. There are other land owners to the east of Rototuna Heights with an unknown status at this time, but likely to be up to 350 dwellings and predominantly duplexes.

Refer to attached Rototuna North map.



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

Note. The IAF funding sought figures in the tables in Part A above are uninflated for transparency and simplicity. The total inflated IAF funding sought is \$18,454,994. Refer to Capital Cost Inflation Assumptions (pg 5)

The infrastructure required to enable the housing development is;

- the extension of Borman Road including the intersection with Horsham Downs Road and the urbanisation of both Borman Road East and Horsham Downs Road. Also included in this project will be the provision of normal utility services for an arterial road servicing development.
- a 1500mm diameter stormwater pipe connection,
- a 300 mm diameter wastewater pipe connection, and
- a portion (about 30%) of the wetland to be constructed by Rototuna Heights, on their land to service the entire stormwater catchment. Rototuna Heights will fund the wetland required to service their development and the 30% upsize will allow development of the wider area.

All other services will be supplied by developers. Please refer to attached Rototuna North map showing development areas and infrastructure relating to the bid.

(c) current status and timing.

The Borman Road Extension project is currently ready to tender and construct with all substantive consents either applied for or in place.

Rototuna Heights: 123 lots will be consented within the next month. The earthworks are planned for this construction season. The piped service connections will be required to also be in the ground this construction season to meet the developers timeline for 224c certification early in June 2022.

Kirkdale Investments: The development concept plans have been advanced to allow the positioning of the service connections but the development is yet to be consented. This is not expected to pose any risk to delivery of sections as set out in this bid.

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	\$ 0	High	All works complete. No additional funding required.	\$ 0
Costs of designing, consenting and tendering	\$ 0	High	All works complete. No additional funding required.	\$ 0
Land acquisition	\$ 0	High	All works complete. HCC is the owner of the Borman Road corridor. Land required for the pipelines is in part owned by Waka Kotahi, and Kirkdale.	\$ 0 [note, costs under this category must be wholly required for Eligible Infrastructure Projects to be eligible for IAF funding]
Construction	\$ 33,246,383	Medium	Engineers estimate completed based on recent contract rates.	\$ 16,368,523
Administrative costs for establishing complementary financing	\$ 0	High	Not Required	\$ 0
Other (non-Eligible Costs)	\$ 0 [provide a breakdown of these other costs, i.e., BAU administrative costs]	Choose a confidence level.	Click or tap here to enter text.	[note, costs that are not in one of the categories above are not eligible for IAF funding . See "Eligible Costs"].
Total	\$ 33,246,383 [total should equal amount in table 2b below]			\$ 16,368,523.57

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	\$ 27,370,116	Medium	Engineers estimate completed based on recent contract rates	\$ 12,337,116
Three Waters	\$ 5,876,267	Medium	Engineers estimate completed based on recent contract rates	\$ 4,031,407
Flood Management	\$ 0	High	N/A	\$ 0
Other Eligible Costs ¹	\$0	High	N/A	\$ 0
Other (non-Eligible Costs)	\$ 0 [Please provide a breakdown of these other costs, i.e., for community infrastructure not funded under the IAF]	High	N/A	[note, projects that are not one of the types above are not eligible for IAF funding . See "Eligible Infrastructure Project".]
Total	\$ 33,246,383 [total should equal amount in table 2a above]			\$ 16,368,523.57

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)	\$ 5,623,296 [note, this should exclude amounts paid for by the Territorial Authority and recovered through development contributions]	Budgeted for in LTP
Territorial Authority (anticipated to be recovered via	\$ 9,409,704 [note, this should only include amounts paid for by the Territorial Authority but which are expected to be recovered through development contributions]	Budgeted for in LTP

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



development contributions)		
Developer / landowner (other than from development contributions)	\$ 1,844,860 <i>[note, include any other amounts paid for by the developer(s) and landowners other than via development contributions or IFF levies]</i>	Rototuna Heights would contribute the cost of installing the waste water connection from their development to a connection point in Borman Road. They would also meet the cost of discharging stormwater to Kirkdale Land with the bid funding meeting the cost to pipe stormwater under the Kirkdale Land to a connection point in Borman Road. The full cost of the stormwater pond is not shown in the "Estimated Total Cost of Infrastructure" - only the 30% upsize which allows a pipeline of further development.
Waka Kotahi	\$ 0	For the purposes of this bid, the Waka Kotahi funding assumption is zero.
DIA Three Waters funding	\$ 0	No funding for this project from DIA
IFF funding	\$ 0	No funding for this project from IFF
Other central government funding (e.g., CIP shovel ready funding)	\$ 0	No other Government funding received
Other non-government funding	\$ 0	No alternative funding provided for this project
Sub-total (excluding IAF Funding)	\$ 16,877,860	<i>Not applicable</i>
IAF Funding Sought	\$ 16,368,523 <i>[note should equal amount in table 2a above]</i>	<i>Not applicable</i>
Total including IAF Funding	\$ 33,246,383 <i>[note, should equal total cost in tables 2a and 2b above]</i>	<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**

A Waka Kotahi funding subsidy for the Borman Road Extension Project has been applied for based on an approved business case. Waka Kotahi has co-funded pre-implementation but has indicated that there is unlikely to be sufficient funding available to subsidise the implementation (construction) phase.
If Waka Kotahi approves any subsidy funding, that amount will be netted off the bid transport funding request.



Council is not aware that any of the developers have approached central government for funding assistance.

- (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.**

Call in or fast track for any regional consents that may not be approved (including consents required for construction activities). The NPS for Freshwater is currently causing delays to development in general due to differing interpretations of the NPS which impacts waterways of all types.



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>NA</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>900</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.							
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, Whangārei 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).



Eligibility Criteria	Applicant response																																						
<p>Eligible Infrastructure Project/s – (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>(a) Confirm the Eligible Infrastructure Project(s) for which funding is sought are wholly or primarily for the purpose of enabling additional dwellings.</p> <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> <p>(b) State the expected number of additional dwellings to be built (to completion) over each year:</p> <table border="1"> <thead> <tr> <th></th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>2029</th><th>2030</th><th>2031</th><th>2032</th><th>2033</th><th>2034</th><th>2035</th><th>2036 onward</th></tr> </thead> <tbody> <tr> <td>No. Dwellings (within each period)</td><td>0</td><td>90</td><td>160</td><td>150</td><td>150</td><td>125</td><td>100</td><td>125</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table> <p>(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.</p> <div style="border: 1px solid black; padding: 5px;"> <p>The yield to 2026 (550) is information from Rototuna Heights and Kirkdale.</p> <p>This yield is dependent on the infrastructure in this bid. With bid funding secured the risk of the development not being infrastructure ready in 2023 is very low.</p> <p>The yield beyond 2027 is an estimate only based on the infrastructure enabling development in the broader area.</p> </div>	Response		Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036 onward	No. Dwellings (within each period)	0	90	160	150	150	125	100	125							
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No. Dwellings (within each period)	0	90	160	150	150	125	100	125																															



Eligibility Criteria	Applicant response						
3. Eligible Costs Funding requested under the Proposal relates to the following costs: (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> <p>(a) feasibility studies and other early-stage development work;</p> <p>(b) designing, consenting, tendering and acquiring land (where it is wholly required for Eligible Infrastructure Projects);</p> <p>(c) constructing Eligible Infrastructure Projects; and</p> <p>(d) in limited situations, non-capital administrative matters, where these are necessary to establishing complementary financing.</p> <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"/>						





Kāinga Ora

Homes and Communities

(ii) Evaluation Criteria

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>For context, the eligible infrastructure will enable approximately 900 houses in the Rototuna North area in 10 years. Across the next 10 years this is more than substantial, representing 7% of Hamilton's total projected house delivery of around 12,000 houses over that period.</p> <p>Housing development within Rototuna North is projected to gradually increase from approximately 100 houses in the short term to 150 per year, with completion by 2029.</p>
1.2	<p>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</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>105 stand alone, 295 duplexes, 150 apartments (in 4-5 years)</p> <p>(b) outline the planned number of dwellings that will be within the First Home Grant price cap (by region)⁴; and</p> <p>70 for Rototuna Heights</p>

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



Evaluation Criteria – Housing Outcomes 40%		Applicant response
	<i>particular area. Note that further due diligence will be undertaken to verify statements made above at the RFP Stage.]</i>	<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>Rototuna Heights have a commitment (and track record) to providing low cost sections and houses to meet the first home buyer market.</p> <p>Kirkdale normally develop sections for stand alone dwellings but have indicated that they are likely to move into medium density on their land to the south of Borman Road.</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>Hamilton has one the smallest land areas of any territorial authority, with a drive of just under 16km from the top of Rototuna in the northeast to bottom of Melville in the southwest. As a result, demand tends to be at a citywide level with people easily able to live in any part of the city and commute to another for work, education or recreation.</p> <p>The Future Proof Housing Development Capacity Assessment 2021 (attached) identified the need for an additional 3,500 dwellings in Hamilton (4,200 with a 20% margin applied) by 2023. This expands to 11,900 additional dwellings in the medium term (14,300 with a 20% margin). Particular shortfalls were identified in the lower to mid value bands with this gap projected to expand over time.</p> <p>A housing preference survey commissioned by Future Proof in mid 2020 showed that 80% of respondents preferred a standalone house, however, when factors like affordability constrained their choices, this reduced to 56%. Greenfield development areas are important for delivering choice to buyers. Consenting over the last 5 years saw an average of about 40% standalone houses across Hamilton, however in the greenfield areas like Rotokauri, over 60% of consents were for standalone houses. The development area is expected to meet some of this demand.</p> <p>Rototuna North has a very high degree of demand, given that it lies within the Rototuna Primary and High School zones. The City has created a subregional sports park and is about to start construction of a public Library and swimming pool complex. Rototuna Village, which is under construction, offers employment and contains a super market. All of this amenity is in very close proximity to both developments.</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. via public transport and/or active transport).</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
		Type of amenity and opportunity (both existing and planned)	
		(i) employment opportunities (i.e., local industry and employment bases);	<p>Access to amenity and opportunity in this section is measured from the part of the development area north of the Waikato expressway. The southern part of the development area will be closer to all amenities.</p> <p>The development area is 7km from Te Rapa which has a variety of industrial, retail and commercial employment opportunities. The CBD is 10km away and the Ruakura superhub will be a similar distance once developed.</p> <p>Employment opportunities are also available in the schools and retirement village within easy walking distance of the proposed developments, and within the Rototuna Village and Countdown supermarket, and the planned public pools and library. The village will expand as required and will afford employment in retail and commerce. The village is within easy biking and walking distance.</p>
		(b) (ii) educational facilities (i.e., local primary schools and secondary schools); and	<p>The development area is approximately 3.6km from the local secondary school (Jnr and snr high schools on same site) by car or 1.5km by bike or on foot. There is existing and planned walking and cycling access to the secondary school. Additional capacity is being added to the school to cater for this growth. Currently primary provision is located 3km away and has planned capacity to accommodate growth in the development area.</p> <p>The development area is 3km from existing early learning services and 12km from Waikato University.</p> <p>Two state-integrated options (Hamilton Christian Y1-13 and Waikato Waldorf Y1-10) are within 3.5km.</p>
		(iii) other amenities (i.e., social amenities such as recreation and	<p>Easy access to Rototuna Shopping Centre 2km which offers cafes, restaurants, gym, supermarket and a medical centre; close to the proposed Rototuna Village development 3.5 km- a planned community hub of retail, hospitality and housing with a library and a pool; adjacent to a number of shopping centres- St James</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response	
		cultural facilities and retail and shopping).	Shopping Centre 2.3km, Flagstaff Shopping Centre 5.5km, Chartwell Shopping Centre 4.4km; close to four large parks- Mangaiti Park 4.5, Te Manatu Park 2.7km, Hare Puke Park 4km and Korokori Park 4km and smaller parks- Eden Park Reserve 2.4, Moonlight Drive Reserve 2.1, Grosvenor Park 4.6, Te Awa O Katapaki Esplanade 4.5km, Te Toe Toe Reserve 2.7km and Wiltshire Drive Reserve 2.5km; a number of sport and recreation centres- Eastern Suburbs Rugby Club 5.6 km, Horsham Downs Golf Club 5.2km, and The Peak Recreation Centre 3.8km; easy access to the new Waikato Expressway and Hamilton ring road, 9.6km away from CBD, Korikori Green 4km, a pedestrian mall that links Rototuna Village, Rototuna High School and the surrounds to the north east of the village. There is a major retirement home in the area. Walking and cycling is well catered for through the walk way/bikeway under the Waikato Expressway that is connected to an off road network that goes to and through the park and the village. The area is served by public transport that will increase as the road network is constructed.
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>The proposed development will enable housing at a greater density than has previously been provided for in greenfield growth cells and enables a wider range of typologies, including duplex dwellings. The development is a greenfield growth cell on the city fringe, but is well connected to the city as outlined in 1.3. It has strong walking and cycling links to the local schools as well as strong transport links to elsewhere in the city through the new Waikato Expressway and Hamilton ring road. There is also easy access to a range of amenities including the proposed Rototuna Village, a mixed use community and commercial hub with a library and a pool.</p> <p>The density and typology reflect the changing nature of the housing. Assuming the developments will be built as described the density will approach 20 dwellings per hectare. At the moment there are no plans to build multi storey apartments.</p>	



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>There is no land owned by Maori.</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>Rotouna Heights has consulted mana whenua. They are satisfied with the proposal and have suggested road names that reflect the history of the area.</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>The developments are close to the Proposed Rototuna Town Centre which includes a transport hub. Bus routes will be in close proximity and run through to the town centre.</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> <p>The developments are located in a rapidly urbanising area and the design has been specifically chosen to enhance the character and amenity of the surrounding area. The layout of the subdivisions are designed to incorporate the natural landform of the area, therefore only minimal earthworks are required. The developments will protect natural wetlands and will also improve soil quality downstream as currently the natural drains do not service the volume of water flowing. Stormwater will be cleaned through wetland devices to ensure that water leaving the developments is of a high quality given that the final receiving water is the Waikato River.</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>The Rototuna Heights proposal includes four specimen trees along the Horsham Downs Road boundary that will grow to a minimum of 8m tall. These trees will complement and enhance the natural ridgeline. The proposal takes into account the existing infrastructure on site and the layout has been specifically designed to ensure there are no buildings within the National Grid Corridor, and any buildings within close proximity will have minimal adverse effects. The existing natural wetland will be retained and incorporated with the proposed wetland (to be constructed) to control the stormwater.</p>



Evaluation Criteria – Housing Outcomes 40%		Applicant response
		<p>The Kirkdale development will have high quality planting to enhance the amenity of the area. Native trees and plants will be used to landscape areas such as the roads.</p> <p>The developers are committed to managing the construction of the subdivisions with minimal disruption to the environment. All development is controlled by Waikato Regional Council consent conditions. Rotouna Heights will design their subdivision to continue the wetland/open space on the southern boundary to create amenity distance between the Waikato Expressway.</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>The developments will require Waikato Regional Council consents for the disposal of stormwater and the protection of flora and fauna. The developments will be designed to ensure that the adverse effects of 100 year floods will be mitigated by creating the appropriate overland flows paths. Native trees and plants will be used to landscape the roads.</p>





Kāinga Ora
Homes and Communities

Evaluation Criteria – Impact of funding 20%		Applicant response
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) Describe how the Eligible Infrastructure Project(s) are critical to the housing development.</p> <p>Without the infrastructure noted in this application the proposed development will not be viable as there will be no services to enable the creation of lots and their houses</p> <p>(b) Describe how the IAF funding requested is critical to the delivery of that infrastructure.</p> <p>Without the funding the Rototuna Heights development could not take place in the immediate future. The opportunity for an immediate increase in the housing stock will be lost until such time as Rototuna Heights can obtain access to Kirkdale land and the City can fund the infrastructure required to release the land to the east of the Waikato Expressway.</p> <p>Borman Road is partially funded in the 2021/31 Long Term Plan. This funding is contingent on subsidy from Waka Kotahi. There is no certainty that this funding will be available to undertake the construction of the last length of Borman Road. The requested bid funding provides the certainty for immediate commencement of the Borman Road extension project. This project allows the utility services for Rototuna Heights to be connected and it provides direct access for a number of Kirkdale dwellings.</p> <p>This length of minor arterial will enable the right traffic to travel on the right road. It will make access to the school much more direct, decreasing both the time and distance to get to the local primary and high schools and to the sports park. It completes the arterial network within the greater Rotouna Growth Area.</p> <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> <p>NA</p>



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 rises, prudent borrowing, or use of the IFF framework) have been exhausted.	<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 developed a business case and worked with Waka Kotahi to ensure the eligibility of the Borman Road extension for a subsidy. While Council has been successful in obtaining a subsidy for pre-implementation, Waka Kotahi has advised of a significant funding shortfall in the NLTP and implementation funding will not be available. Council has programmed local share funding commencing 2021/22 but would not be able to fund any more than this without a significant detrimental effect on its financial strategy.</p> <p>Kirkdale Investments has previously gifted the land to Council to construct the Borman Road extension as their contribution to the project, precluding any further requests for direct contributions.</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>The city is not able to fund the construction of the infrastructure required to enable the houses to be built due to the impact on its financial strategy.</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>Refer to Project CE 15092- Rototuna Transport Upgrades and Development (page 25 of 2021-31 LTP); the Borman Road Project is included in this funding allocation.</p> <p>https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf</p>

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

⁶ Developer and Māori Applicants should provide the most recent Long Term Plan publicly available, and answer this to the best of their knowledge.





Kāinga Ora
Homes and Communities

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 style="border: 1px solid black; padding: 5px;"> <p>The developers will be meeting all of the usual costs to mitigate the effects of their developments. This includes all local infrastructure including roads, utility services and stormwater management within their respective development areas. Rototuna Heights will also contribute the full cost of the waste water connection to Borman Road. This has been included in the Project costing total but not part of the IAF funding bid.</p> <p>Rototuna Heights will, as part of their development, fund and build a stormwater pond big enough to mitigate the effects of their development. This cost is not included in "Estimated Total cost of Infrastructure". Funding for a 30% upsize is included as part of this IAF funding bid. The upsize enables a pipeline of development beyond that of Rototuna Heights and Kirkdale.</p> <p>The developers will be paying development contributions for their share of all of the infrastructure that Council is funding through its LTP, including their share of the Borman Road transport project. Kirkdale have also contributed the land towards the Borman Road project.</p> <p>Council is proposing to contribute approximately 50% of the cost of construction of Borman Road as it would do if the road was to be subsidised by Waka Kotahi.</p> </div> <p>(b) the expected quantum of such co-funding; and</p>



	<div data-bbox="987 327 1809 389"> \$ 14.5m </div> <div data-bbox="987 389 1809 467"> (c) the method(s) by which this funding is proposed to be made (i.e., development agreements, IFAs, IFF levy, etc.). </div> <div data-bbox="987 467 1809 568"> Council would intend to enter into Private Development Agreements with both Rototuna Heights and Kirkdale to secure their commitment to any land access requirements and cost sharing proposed. </div>
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Kāinga Ora
Homes and Communities

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> <p>Regional Council consents are still required for Rototuna Heights but these are not considered to pose any undue risk. The stormwater connection contains a heightened risk as it is dependent on Regional Council's interpretation of the NPS on Freshwater.</p> <p>Kirkdale are yet to apply for subdivision and other consents, but in preparation for this bid and to facilitate the service connections across their land, they have accelerated their concept planning and preliminary design. This is shown on the attached Rototuna North Infrastructure Plan.</p> <p>(b) Please complete the milestone table below, regarding the Eligible Infrastructure Project(s) only, and not the housing development.</p>		
Milestone	Status	✓	Expected Date	Comment
Procurement of construction contractors	Suitable tender complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Tender evaluation in progress	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Request for Tender in the Market	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	About to put out a Request for Tender to the market	<input checked="" type="checkbox"/>	4/10/2021	Procurement planning for Borman Road Extension is in progress and tender documents are being prepared. The service connections will most likely be part of a Private Developer Agreement and require them to undertake the work in conjunction with the civil works for their development.



Detailed Design	Detailed Design Complete	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Detailed Design Underway	<input checked="" type="checkbox"/>	1/10/2021	Detailed design largely complete
	Detailed Design to commence	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Designations/Consents	Approved	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Lodged	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	In preparation	<input checked="" type="checkbox"/>	1/10/2021	Designations were obtained 10 plus years ago. Consents and Outline Plan currently being lodged and expected by end of September 2021.
Land Acquired	Yes	<input checked="" type="checkbox"/>	18/08/2021	Land for Borman Road gifted by Kirkdale 10 plus years ago as part of a broader Private Development Agreement. Land access for Rototuna Heights across Kirkdale land still required for service connections which will form part of the bid agreements.
	Being negotiated under PWA (please indicate stage below)	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Has not commenced	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Preliminary design and costing	Approved	<input checked="" type="checkbox"/>	18/08/2021	As at date of submission, project costings have been completed based on 80% design and have been peer reviewed.
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	None	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Business Case or Investment Case	Approved	<input checked="" type="checkbox"/>	18/08/2021	Business case approved by Waka Kotahi
	Draft	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	Underway	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
	None	<input type="checkbox"/>	Click or tap to enter a date.	Click or tap here to enter text.
Other approvals	(i.e. Council committee, Waka Kotahi approvals)	<input checked="" type="checkbox"/>	1/03/2022	Contract Awards will require approval from Council as amount will exceed staff delegation.
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> <p>Rototuna Heights have indicated that they have started looking at sales options for the first 100 lots to finance the required infrastructure that they have committed to.</p> <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> <p>No conditions are applicable. Once the infrastructure is in place, Rototuna Heights are ready to deliver the additional dwellings within the specified timeframes. They have committed to fast-tracking the development and have a good track record of developing in Hamilton.</p>
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4.3	Demonstrated alignment between all parties including Territorial Authorities, Regional Councils,	
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	mana whenua and developers needed to advance the housing development.	<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="842 440 1742 592"> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities including Waikato Tainui and regional councils.</p> <p>The Rototuna Heights consents have been applied for and are about to be issued.</p> <p>The Borman Road consents and Outline Plans have been completed</p> </div> <p>(b) Regional Councils;</p> <div data-bbox="842 644 1742 796"> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities including Waikato Tainui and regional councils.</p> <p>The Rototuna Heights consents have been applied for and are about to be issued.</p> <p>The Borman Road consents are being compiled.</p> </div> <p>(c) mana whenua;</p> <div data-bbox="842 849 1742 951"> <p>All parties are satisfied that the developments do not impact any cultural needs.</p> <p>This proposal has been reported formally through Future Proof and is supported by all Future Proof partners including adjacent territorial authorities including Waikato Tainui and regional councils.</p> </div> <p>(d) developers (to the extent possible); and</p> <div data-bbox="842 1003 1742 1203"> <p>The two main developers (Rototuna Heights and Kirdale) fully support the funding application and recognise that if HCC is successful they will have to commit with market reasoning to the housing delivery noted in this application.</p> <p>Rototuna Heights develop the sections and build the Houses. Kirdale usually only develops the sections.</p> <p>The owners of the land to the south of Rototuna Heights are not developers and are most likely to sell their land once the infrastructure is in place.</p> </div> <p>(e) any others,</p>
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		NA						
		with Supporting Material where necessary (e.g., letters of support or intent).						
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> <div><p>Council has a good track record in delivering infrastructure projects, with many significant projects completed in recent years and many more currently underway.</p><p>Council has high confidence in the ability of the two developers to deliver the sections and housing noted in this application.</p><p>Rotouna Heights is a subsidiary of Pragma Holding. Pragma have developed many low cost housing subdivisions throughout the city.</p><p>Kirkdale Investments is a long established local developer. They have developed the Rotuna Village and about 500 residential lots within the Rotouna Growth Area.</p></div> <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: <i>Kāinga Ora understands that many Applicants do not themselves have experience in delivering infrastructure and/or housing developments.</i></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> <table><tr><th colspan="2">Infrastructure experience</th></tr><tr><th>Relevant party</th><th>Describe prior example <i>[insert name, location, number of dwellings]</i></th></tr><tr><td>Hamilton City Council</td><td>Recent (1-2 years) project delivery examples Peacocke (Housing Infrastructure Fund) infrastructure- \$290m Ring Road - \$100m Rotokauri Transport Hub- \$20m</td></tr></table>	Infrastructure experience		Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>	Hamilton City Council	Recent (1-2 years) project delivery examples Peacocke (Housing Infrastructure Fund) infrastructure- \$290m Ring Road - \$100m Rotokauri Transport Hub- \$20m
Infrastructure experience								
Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>							
Hamilton City Council	Recent (1-2 years) project delivery examples Peacocke (Housing Infrastructure Fund) infrastructure- \$290m Ring Road - \$100m Rotokauri Transport Hub- \$20m							

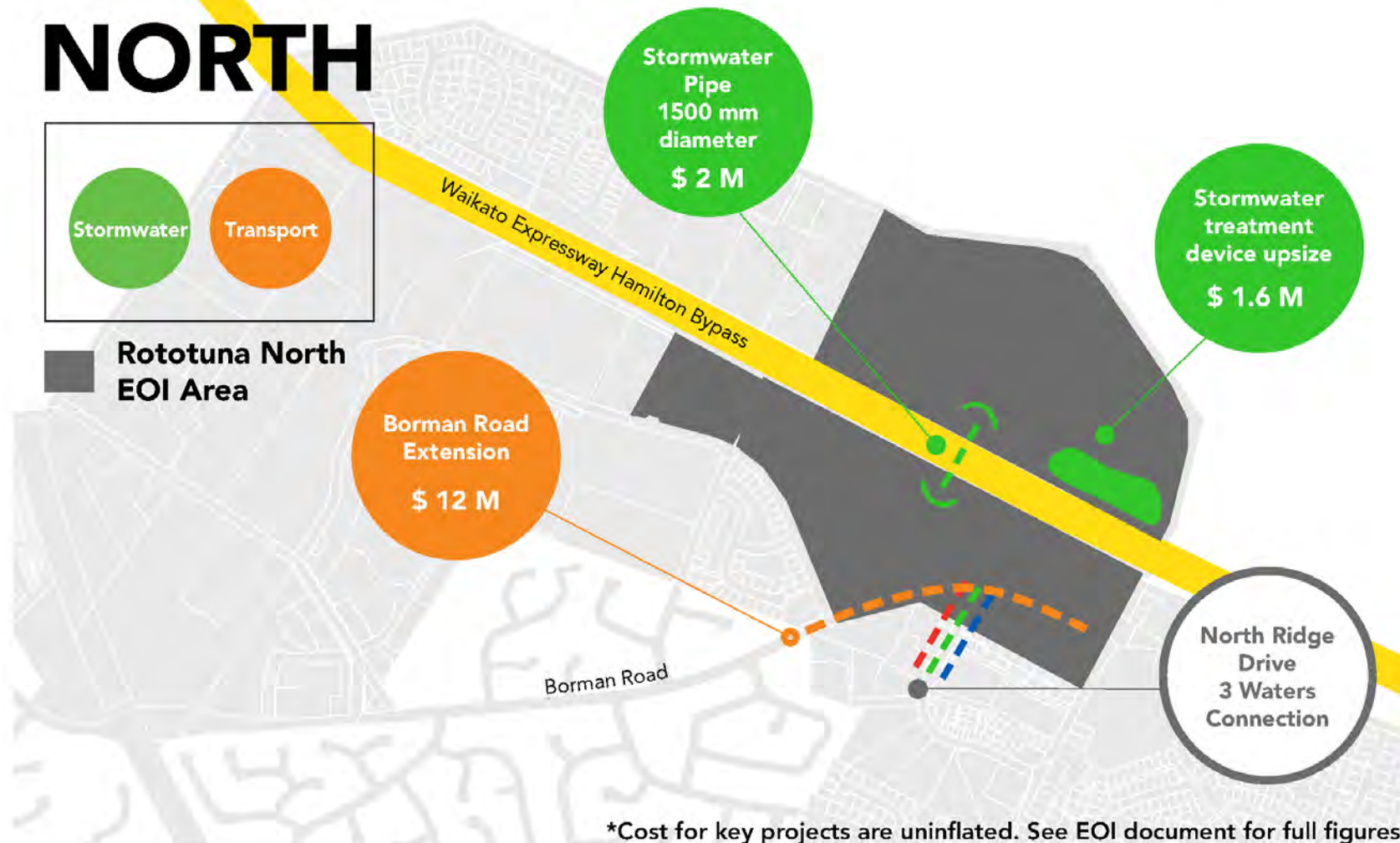


			Ruakura Reservoir \$18m Western Waste Water Interceptor Duplication- \$20m
		Click or tap here to enter text.	Click or tap here to enter text.
		Click or tap here to enter text.	Click or tap here to enter text.
		Housing development experience	
		Relevant party	Describe prior example <i>[insert name, location, number of dwellings]</i>
		Rototuna Heights	Rotouna Heights is a subsidiary of Pragma Holdings. Pragma have developed many low cost housing subdivisions throughout the city (460 dwellings completed in the last five years and 162 consents in progress). Of the housing completed by Pragma in Rototuna, 22% has been social housing and 27% were first home buyers.
		Kirkdale Investments	Kirkdale Investments is a long established local developer. They have developed the Rotuna Village and about 500 residential lots within the Rotouna Growth Area.
		Click or tap here to enter text.	Click or tap here to enter text.



ROTOTUNA NORTH

KEY PROJECTS - UNINFLATED IAF BID





Hamilton City Council - IAF EoI - Rototuna North

Future Proof
Te Tau Titoki

Future Proof Implementation Committee
c/o Waikato Regional Council
(Administering Authority)
Private bag 3038
Waikato Mail Centre
Hamilton 3240

13 August 2021

Andrew Mackenzie,
Chief Executive
Kāinga Ora – Homes and Communities

Dear Andrew,

Infrastructure Acceleration Fund Expressions of Interest

The Future Proof Partnership would like to commend the Government for its commitment to increasing the pace and scale of housing delivery through its Infrastructure Acceleration Fund (IAF).

Future Proof Partners are in an ideal position to utilise this fund to support the Government's objectives for improving housing affordability and delivering housing at pace and scale. A number of opportunities exist within the sub-region where IAF funding can be successfully applied in an accelerated timeline to achieve the funds outcomes.

Future Proof's expressions of interest comprise:

Hamilton

1. Ruakura-Enderley/Fairfield
2. Central City
3. Rotokauri Stage 1
4. Rotokauri Stage 2
5. Peacocke South
6. Rototuna North East

Waipā

7. Te Awamutu Growth Cell 11

Waikato District

8. Huntly / Ohinewai
9. Hopuhopu
10. Ngāruawāhia
11. Horotiu.

Each of these applications is consistent with the objectives of the Urban Growth Agenda (UGA), consistent with the Hamilton-Waikato Urban Growth Partnership and consistent with the Future Proof

Growth Strategy, the Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme. These proposals can be delivered in the short-medium term as many are well advanced in terms of planning, and we have a motivated development community who are ready to work with our local authority partners to deliver housing and community spaces within an accelerated timeframe.

Each application represents a co-funding opportunity between central government, local government and the private sector. Details of these commitments are provided in the individual expressions of interest.

Our history of collaborative planning, our track record of delivery, as well as our commitment to enduring partnerships with Iwi, central government, and the private sector should provide the Government with confidence that any successful Future Proof IAF bid will deliver on desired housing outcomes.

Future Proof Partnership

The Future Proof partnership includes the territorial authority areas of Hamilton City Council, Waipā District Council, and Waikato District Council. The Future Proof partnership was set up to consider how the sub-region should develop into the future. The Future Proof partnership includes Iwi, local government, Waka Kotahi, the Waikato District Health Board and central government. The partnership recognises that this collaborative, boundaryless, sub-regional approach is needed to achieve successful growth. The governance of the partnership includes three Cabinet Ministers.

Strategically located at the heart of the upper North Island, with direct transport links to Auckland and Tauranga, our area is the third fastest growing urban centre in New Zealand. With the population of the sub-region projected to increase by 31 percent over the next 30 years, collective planning, and action between government, tāngata whenua, residents and businesses is critical to its integrated development and long-term sub-regional and national prosperity.

The value of Future Proof lies in this partnership approach. Future Proof has access to significant resources across the four local authorities to develop and give effect to the Future Proof Growth Strategy and related initiatives. It provides a vehicle for ongoing collaboration and implementation. It enables joined up thinking across the partnership.

The Future Proof Strategy itself is a 30-year growth management and implementation plan to manage growth in a collaborative way and to address complex planning issues, especially cross-boundary and infrastructure matters. Building on the platform of the previous strategy, it combines the agreed Hamilton-Waikato Metro Spatial Plan and the Hamilton – Auckland Corridor Plan and Implementation Programme, into a single strategy for the sub-region. The strategy (currently in draft), will also be the first key step in implementing National Policy Statement for Urban Development (NPS-UD) in terms of desired urban form and transport outcomes, and the framework for changes to the Regional Policy Statement and District Plans. The Future Proof partnership has a clear and agreed understanding of the best opportunities for application of the IAF within the sub-region.

Urban Growth Agenda and Future Proof

The spatial planning pillar of the UGA is primarily delivered through Urban Growth Partnerships between the Crown, local government, Iwi and local communities. Under this pillar of work, Future Proof has been the vehicle for development of both the Hamilton-Auckland Corridor Plan and Implementation Programme (H2A Plan) and Hamilton-Waikato Metro Spatial Plan (MSP).

The H2A Plan sets the spatial intent for the Hamilton to Auckland Corridor and the MSP is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years.

Like the H2A Plan, the MSP is designed to deliver on the objectives outlined in the UGA; specifically in respect of removing barriers to the supply of land and infrastructure and allowing cities to grow up and out strategically. The MSP sets out how and where the area should grow, develop, and move around long-term to ensure social, economic, and environmental prosperity.

In addition to these plans, we are currently partnering with central government on the development of a comprehensive Programme Business Case to identify a rapid and frequent transport network that will support the urban development objectives of the MSP and are actively collaborating with Kainga Ora on implementing the NPS-UD to support their objectives and improved housing outcomes.

These comprehensive and collaborative planning endeavours across the sub-region provide long-term clarity of direction and ensure that all partners are aligned in their vision for future growth.

The Housing Problem

Through research undertaken by the Future Proof partnership, Waikato Housing Initiative (WHI) and the development of the Hamilton City Housing Strategy; the Future Proof partnership has a good understanding of the housing challenges within the sub-region.

There is a current and pressing need to increase the pace and scale of housing supply particularly to address the issue of affordability and to increase the supply and competitiveness in the residential housing market:

- Over 75% of Hamilton / Waikato / Waipā homeowners spend more than 30% of their income on housing costs¹.
- The largest city in the Future Proof area, Hamilton, is the third least affordable housing market in New Zealand¹.
- In Hamilton / Waikato / Waipā collectively there was a 375% increase in demand on the social housing register from December 2017 to December 2019¹.
- The existing supply of developable ready greenfield land in Hamilton is held by a handful of large developers, increasing the risk of land banking and increasing the price of this land.
- Future developable land is projected on the basis that planned infrastructure is funded and will be delivered.

Looking forward, the Future Proof Housing Development Capacity assessment (NPS-UD HBA)² identifies that the Future Proof sub-region is not likely to have any projected shortfalls in housing capacity over the next 30 years. However, this is contingent on the timely provision of infrastructure in line with assumptions underpinning the HBA. If there are delays in the provision of infrastructure this will impact on our ability to provide sufficient development capacity.

Whilst there is no shortage of development capacity, the NPS-UD HBA identifies a significant misalignment between what the market will deliver and the levels of demand for more affordable homes, for a range of housing tenures, and for greater variety in housing types. There is a pressing need to deliver more affordable homes.

¹ https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Case-for-Change_reduced.pdf

² <https://futureproof.org.nz/assets/FutureProof/Documents/HBA-OPEN-Attachment-1-Future-Proof-Housing-Development-Capacity-Assessment-2021-Final.pdf>

Funding

Future Proof and its partners are committed and ideally placed to support the development of housing at pace and scale, however the partner councils are significantly constrained by their ability to fund infrastructure to service this growth.

Without timely infrastructure delivery, current and future communities suffer. This can manifest as less affordable housing, lost productivity opportunities, increased congestion and transport cost, crowded civic infrastructure, and negative environmental impacts. While the problem is more complex than infrastructure alone, we are seeing many of these effects today.

Significant additional funding, through the IAF, will enable the sub-region to deliver infrastructure solutions that will increase the pace and scale of housing supply; and importantly assist in building quality, liveable and affordable communities.

Future Funding and policy to support housing supply and affordability

Whilst Future Proof is strongly supportive of the Governments creation of the IAF and looks forward to continuing to partner in these projects, we believe this fund is only part of the long-term solution to infrastructure funding challenges. Enduring and coordinated funding streams are critical to ensuring urban development achieves the outcomes sought by Government.

Current collaboration through the Urban Growth Partnership, and initiatives like the Housing Infrastructure Fund deployed in Hamilton's Peacocke growth cell and the Housing Acceleration Fund (and IAF) help, but in order to provide the desired long-term success a funding pipeline is needed to ensure a sustainable, enduring, and aligned commitment to deliver housing and successful urban environments.

On behalf of Future Proof, thank you for your consideration of these enclosed Expressions of Interest.

Yours sincerely



Bill Wasley
Independent Chair
Future Proof



Paula Southgate
Mayor of Hamilton




Jim Mylchreest
Mayor of Waipa




Allan Sanson
Mayor of Waikato





IAF Capital Cost Inflation Assumptions

Important note: Detailed breakdowns in the Expressions of Interest document **do not represent the requested IAF funding and are in uninflated 2021 NZ dollars**. HCC's requested IAF funding is the inflated figures set out in this note.

1.0 Total IAF funding sought for Rototuna North

(per Part A of the EoI response form)

Part A 4. IAF Funding sought (inflated): \$18,454,994

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

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2031 - onward
Amount (\$'000)	\$-	6,174	12,281								0

2.0 Summary

This note summarises recent trends and potential future influences on construction costs and sets out inflation rates used for Infrastructure Acceleration Fund (IAF) infrastructure cost forecasting.

The final IAF funding amount needs to allow for an appropriate level of inflation. HCC's IAF inflated costs are based on the current HCC 2021-31 LTP rates of 2.8% - 3.3% forecast by BERL plus an escalation allowance of approximately 1.5% annually over the first five years for increased input costs, reduced efficiencies from supply chain disruption and expected construction market resource shortages.

The inflated costs therefore allow for 4.5% inflation annually over five years to 2025/26. The increase over the current HCC 2021-31 LTP rates forecast by BERL accumulates an additional 8-10%.

These assumptions are for the purposes of compiling Expressions of Interest to the IAF only, have not been adopted by Elected Members and do not represent an official HCC view on inflation.

3.0 Background

Business and Economic Research Ltd (BERL) were contracted on behalf of the local government sector to provide inflation forecasts for the period of HCC's 2021-2031 LTP. The capital expenditure inflation forecast has included a higher inflation rate in its budget, based on BERL's faster rebuild scenario. This recognised the higher costs associated with expected high demand for contractors.

Waka Kotahi typically assumes 3% escalation. Waka Kotahi publishes cost fluctuation indices to facilitate contract price adjustment. Construction inflation appears to trend higher than CPI.

The June 2021 annual inflation rate was 3.3% (StatsNZ). The Reserve Bank of New Zealand expect more persistent consumer price inflation pressure to build over time due to rising domestic capacity pressures and growing labour shortages

The Waka Kotahi construction index¹ show an increase of around 3.5% over nine months from June 2020 (mid Covid) to March 2021 (latest), which is higher than the BERL forecast of 3.3% for 21/22.

The Waikato River Bridge (currently under construction in Peacocke) included cost fluctuation because of its duration and to ensure that tender prices were not inflated to allow for risks such as associated with Covid outside of contractors' control. The weightings used for the bridge contract fluctuation calculation are similar to the Waka Kotahi weightings for construction excluding structures and have resulted in cost fluctuation

¹ <https://www.nzta.govt.nz/resources/procurement-manual/procurement-tools/>

payment to date of around 3.5% over the first year. The average over the previous five years was around 1.5%.

Price increases are one factor reflecting the increase in demand and supply being disrupted or slow to catch up. Other factors likely to have an effect but slower to feature will be legislated increases in minimum wages and holiday allowances, skill shortages affecting labour costs and higher time-risk pricing to allow for supply chain disruption.

Other observations based on industry knowledge or anecdotal discussions with contractors and include:

- WEL Networks lead time for high voltage cable supply jumped from around 6 – 17 weeks, resulting in reprogramming and temporary diversions. On top of already long utility design lead times because of pressure on existing utility staff, this means changes are very high risk.
- High demand for sheet piles necessary for deep trenching and excavations leading to potential delays (not realised) but higher temporary works costs.
- A supply chain investigation² by Waka Kotahi indicated that aggregate materials were most at risk with concerns raised about the capacity of quarries. Recent data for construction aggregates shows a 5% increase in aggregate costs from last year.
- A shortage of timber piles has meant lead times around 16 weeks or more compared to two to four weeks previously. Depending on whether the delay is assessed as being foreseeable this could mean significant costs in claims or workaround solutions/substitutes.
- N4 tenderers' electrical suppliers had suppliers refusing to hold prices for copper wire for more than seven days.

4.0 Approach taken for this Expression of Interest

To allow inflation of 4.5% annually for five years of the IAF inflated estimates (approximately 1.5% over BERL forecasts) as summarised below (June year ending):

Table 1: IAF Capital Inflation Rates compared to HCC 2021-31 Inflation Rates³

Year (FY)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
2021-31 LTP Capital Inflation	3.3%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%	3.0%	2.8%
LTP Cumulative	3.3%	6.4%	9.6%	12.9%	16.3%	19.5%	23.1%	26.8%	30.6%	34.3%
IAF Capital Inflation	4.8%	4.5%	4.5%	4.5%	4.5%	2.8%	3.0%	3.0%	3.0%	2.8%
IAF Cumulative	4.8%	9.5%	14.4%	19.6%	25.0%	28.5%	32.3%	36.3%	40.4%	44.3%
Cumulative Increase over LTP	1.5%	3.1%	4.9%	6.7%	8.7%	9.0%	9.2%	9.5%	9.8%	10.1%

² <https://www.nzta.govt.nz/assets/resources/supply-chain-survey-findings-report/waka-kotahi-supply-chain-survey-findings-report-abridged-version-202004.pdf>

³ <https://www.hamilton.govt.nz/our-council/10-year-plan/Documents/2021-31%20Long-Term%20Plan%20Volume%201%20FINAL%20for%20web.pdf> page 96, 97

IAF funding cost summary - Rototuna North

Year	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
LTP	1	2	3	4	5	6	7	8	9	10	TOTAL
TRANSPORT	\$ -	\$ 4,249,136	\$ 8,087,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,337,116
Borman Horsham		Build	Build								
IAF funding \$ uninflated	\$ -	\$ 4,249,136	\$ 8,087,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,337,116
3-WATERS	\$ -	\$ 1,388,493	\$ 2,642,914	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,031,407
WW & SW connections		Build	Build								
IAF funding \$ uninflated	\$ -	\$ 1,250,725	\$ 2,380,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,631,407
North Ridge 3-waters		Build	Build								
IAF funding \$ uninflated	\$ -	\$ 137,768	\$ 262,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Total	\$ -	\$ 5,637,628	\$ 10,730,895								\$ 16,368,523

EOI Response Form Part A 4. and 5. INFLATED. Refer to attachment 4. for inflation assumptions

Rototuna North (Inflated) refer attachment 4.	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
IAF Funding Sought	\$ -	\$ 6,174,105	\$ 12,280,889	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,454,994

IAF - Housing capacity and uptake by developer or area - Rototuna North

Developer / area	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	Total houses built	Total capacity
Rototuna North		100	100	150	150	125	100	125				850	850

KIRKDALE INVESTMENTS LIMITED

P O Box 12064, Chartwell, Hamilton 3248
Phone 07 853 2331 Mobile 027 419 1122

16 August 2021

TO WHOM IT MAY CONCERN

Re: Infrastructure Acceleration Fund Expression of Interest Rototuna North, Hamilton

Kirkdale Investments Limited is a land development company that has operated for many years predominantly in the Rototuna North area. We specialise in developing sections that we release to our building partners of which GJ Gardener Homes, Sentinel Homes, Signature Homes, Generation Homes and Mike Greer Homes are our main five partners. We have a very tight working relationship with these companies and will continue to work with them into the future. Our ongoing relationship has allowed us to control the quality of the housing and as such there is a massive demand for our product.

Over the last two years, we have developed and released 85 general sections with another 23 due to be released over the next few months. We have also started a medium density development with 120 lots that will be released in early 2022.

As well as the residential component Kirkdale has developed and leased a commercial block in Rototuna and have several other commercial developments on the go.

Kirkdale is very supportive of the bid to fund the construction of Borman Road which will enable us to release an additional 100 lots of medium density housing to the south of Borman Road as well as 30 general sections/houses along Borman Road itself.

Without the funding for the road, it is unlikely that these proposed lots (dwellings) will be available in the foreseeable future given that the city does not have the funding in the near future for the construction of Borman Road and is relying on a Waka Kotahi subsidy to enable the project.

We understand that the Waka Kotahi funding is certainly not guaranteed so the inclusion of the funding from the Housing Acceleration Fund in case the Waka Kotahi bid fails, is essential for the construction of Borman Road.

We have enjoyed a long-term relationship with Hamilton City Council and continue to work along-side them to develop housing and a community that we can be proud of.

Yours faithfully

Kirkdale Investments Limited



Nicholas Kimpton
Director



13 August 2021

To whom it may concern.

Infrastructure Acceleration Fund Expression of Interest Rototuna North, Hamilton

About Us

Pragma Designer Homes is Hamilton's largest residential land developer and affordable housing builder.

Pragma supplies complete turn key great quality houses including landscaping with only a 10% deposit which have given both the first home buyer and banks real "comfort" in the buying and lending process as they are only paying on delivery.

Pragma's commitment to the Rototuna area has been significant over the past two years with land and house developments in the following streets.

Current and Past Projects

Sexton Road – 26 completed and 9 further in construction

4 Northridge Drive – 26 completed

27 Northridge Drive- 25 completed

38 Northridge Drive – 30 completed

103 Horsham Downs Road – 25 resource consented awaiting construction

126 Horsham Downs Road – 33 complete, 56 under construction and a further 55 in planning

9 Borman Road – 29 completed

10 -18 Borman Road – 24 in planning

Social Mix in above Projects

Social Housing ratio of completed – 22%

First Home Buyers ratio of completed – 27%

Infrastructure Funding Needed

The following projects (“locked up”) have resource consent granted or in the final stages of granting that are essentially “locked up” requiring urgent infrastructure funding to allow development and building to take place.

The Waka Kotahi subsidy and or this application of funding will allow progression of these projects.

Infrastructure Description

The infrastructure currently has services from the aforementioned projects under the new expressway.

This requires the continuation of laying and connection of these services (wastewater and stormwater lines) and other associated works on the east side and through the Kirkdale land holding to the west side of the expressway and into the new Borman road.

Projects “Locked Up”

235 & 247 Horsham Downs Road

Circa 370 houses to be delivered as follows provided the above infrastructure is successful in being funded for a 1 October 2021 commencement.

The typology is as follows

- 70 standalone dwellings
- 150 duplexes
- 150 apartments

Of these 370 dwellings 70 will be classed as affordable homes.

Pragma has conditional interest on further land within the catchment that the above infrastructure would serve and will commit to these should the above application be granted.

This would add around a further 350 houses to the market in the future.

Pragma supports this application and looks forward to a positive future for housing in Hamilton.

Should you require further clarification please feel free to contact the undersigned.

Kind Regards



Bryce Wilson
General Manager



Pragma Group
99 Greenwood St
P. O. Box 5529
Hamilton
New Zealand 3242

Email: Bryce.wilson@pragma.co.nz
Mobile: 0277274888
www.pragmahomes.co.nz

Acronym Glossary

Acronym	Meaning	Reference
ARI	Average Recurrence Interval (rainfall)	
CBD	Hamilton's Central Business District	
CIP	Crown Infrastructure Partners	
DBC	Detailed business case	R1-29
DC	Development Contributions	
HASHA	Housing Accord Special Housing Area	R2-4
HBA	Housing Development Capacity Assessment (for NPS-UD)	R1-19
HCC	Hamilton City Council	
HIF	Housing Infrastructure Fund	PS4
IAF	Infrastructure Acceleration Fund	
ICMP	Integrated Catchment Management Plan	PS18, R-16
IFF	Infrastructure Funding and Finance Act	
LTP	Long-Term Plan	
MADE	Rotokauri North Holdings Ltd	
MOU	Memorandum of Understanding	
MSP	Hamilton-Waikato Metro Spatial Plan	
NPS-FW	National Policy Statement on Urban Development	
NPS-UD	National Policy Statement on Urban Development	
ODP	Operational District Plan	CC14
PDA	Private Developer Agreement	R2-4
RDL	Rotokauri Development Limited	
RPS	Waikato Regional Policy Statement	CC20
RTLTP	(funding)	CC10; R1-29
TGH	Tainui Group Holdings	
TIO	(NZTA?)	PS8
WINTEC	Waikato Institute of Technology	



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17th August 2021

Andrew Mackenzie,
Chief Executive
Kainga Ora – Homes and Communities
PO Box 2628
Wellington 6140

Dear Andrew,

**RE: PERRY GROUP'S APPLICATION TO THE INFRASTRUCTURE ACCELERATION FUND (IAF)
FOR TE AWA LAKES**

Hamilton City Council supports the development of the Te Awa Lakes land for housing as enabled by a Private Plan Change. To accelerate the delivery of this land, we note that there are significant infrastructure investments required and that Perry Group has made an application to the Infrastructure Acceleration Fund to support this development.

Hamilton City Council has not reviewed the details of the infrastructure application submitted by Perry Group as this is a developer lead proposal. If the bid is successful in proceeding to the next phase of the IAF, Hamilton City Council will work with Perry Group on the detail required for phase 2.

The Te Awa Lakes site is located at the northern most extent of the Hamilton City boundary; some 7km south of Ngaruawahia, 10km north of the Hamilton City centre and directly south-east of the Horotiu settlement. Perry Group's vision for the site is a master planned mixed-use tourism, commercial, and residential community, that will enhance linkages with the Waikato River and provide a catalyst for other tourism, recreational, and cultural activities.

Te Awa Lakes is made up of three parcels of land, Phases one and three located in Hamilton City, and Phase two in Waikato District. The Te Awa Lakes application notes the full cost of developing the land in Phases one and two for housing is estimated at \$70m for the enabling infrastructure (offsite) in addition to the onsite costs of \$100m.

The total amount being sought by Perry Group to advance the Te Awa Lakes development is \$70m. Of this, \$50m is to support the development of Phase one (within Hamilton City) with the balance of \$20m for Phase two (within Waikato District).

The Te Awa Lakes application notes that funding of infrastructure would allow the extension of the development to include an additional 450 homes (across the full site) as well as accelerate the planned and consented land development from its planned 10+ years to just 7 years.

This increase in the number of homes provided over a shorter timeframe will contribute towards addressing the shortfall of housing across the Waikato Region (estimated to be 7,500 dwellings in the 2018 Waikato Housing Initiative Stocktake).

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'BEBA' with a stylized flourish at the end.

Blair Bowcott
General Manager Growth
Hamilton City Council

Email blair.bowcott@hcc.govt.nz

Council Report

Item 10

Committee: Strategic Growth Committee **Date:** 07 September 2021
Author: Tyler Gaukrodger **Authoriser:** Becca Brooke
Position: Governance Advisor **Position:** Governance Manager
Report Name: Open Information Only Reports

Report Status	<i>Open</i>
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1. The following reports are for information only purposes only:
 - i. General Manager's Report;
 - ii. Growth Programmes Update; and
 - iii. Hamilton-Waikato Wastewater Detailed Business Case Project Update.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receives the following information only reports:
 - i. General Manager's Report;
 - ii. Growth Programmes Update; and
 - iii. • Hamilton-Waikato Wastewater Detailed Business Case Project Update.

Attachments - *Ngaa taapirihanga*

Attachment 1 - General Manager's Report

Attachment 2 - Growth Programmes Update

Attachment 3 - Hamilton-Waikato Wastewater Detailed Business Case Project Update

Council Report

Committee: Strategic Growth Committee **Date:** 07 September 2021
Author: Hannah Windle **Authoriser:** Blair Bowcott
Position: Programme Manager - Special Projects **Position:** General Manager Growth
Report Name: General Manager's Report

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Strategic Growth Committee of topical issues, areas of concern and items which need to be brought to the member's attention, but which do not necessitate a separate report.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

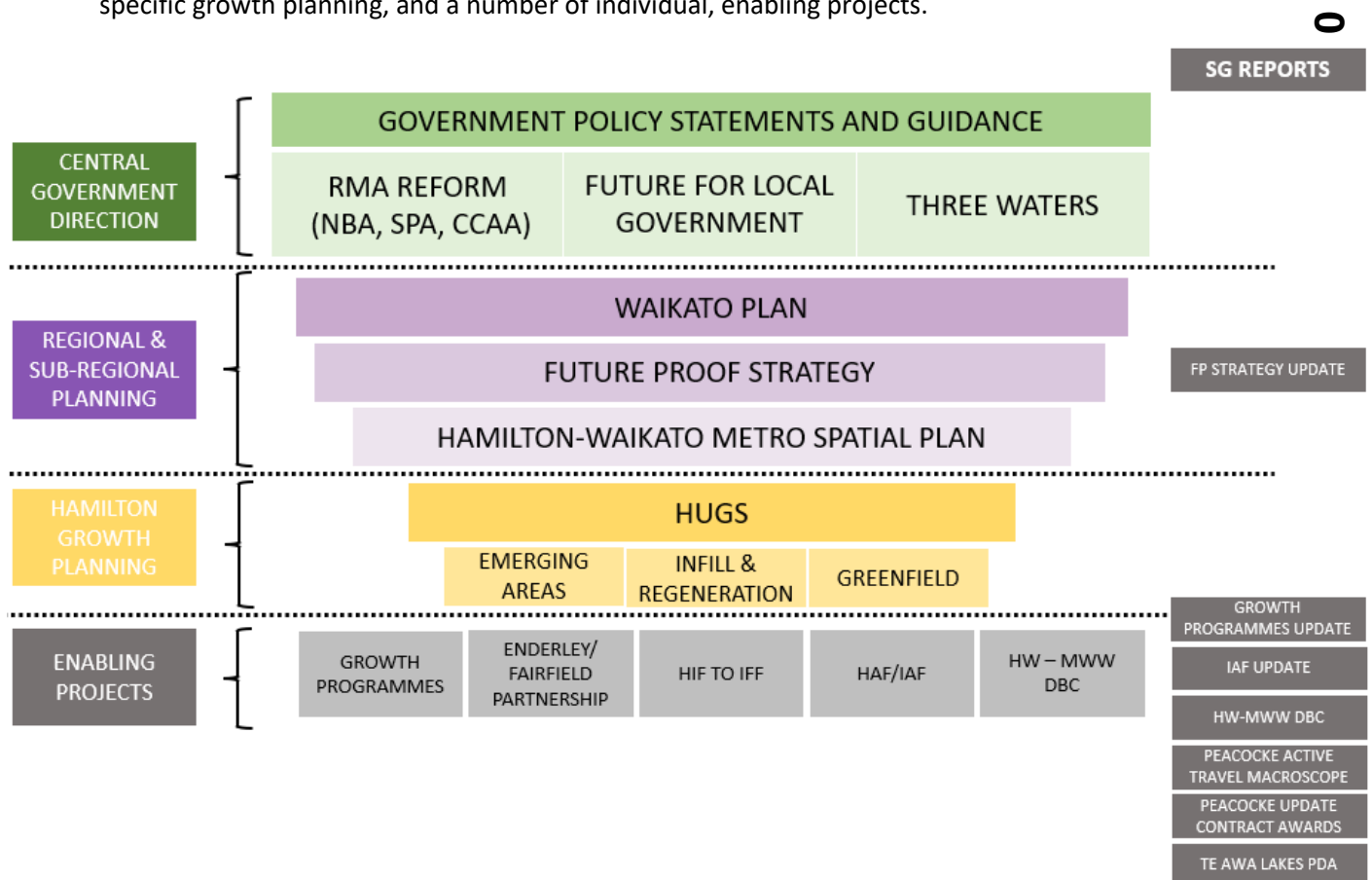
3. This report provides updates to Committee Members on activities, actions or projects for which this Committee and the relevant General Managers have responsibility over and for which significant progress has been made, including but not limited to:
 - i. Waikato Mayoral Forum
 - ii. Waikato Plan
 - iii. Upper North Island Strategic Alliance (UNISA)
 - iv. Future Proof
 - v. Cross-boundary Council discussions
 - vi. Infrastructure Funding and Financing
 - vii. Local Government Reform.
4. Staff consider the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Discussion - *Matapaki*

Interrelated Workstreams

5. Today's agenda covers a number of different growth projects that are currently underway both within council and in collaboration with others.
6. The institutional architecture is outlined in the diagram below, showing the wider system in which growth planning occurs and where each report fits.

This starts with Central Government direction delivered through Government Policy Statements and Reform Programmes, flowing down to regional and sub-regional planning initiatives, Hamilton-specific growth planning, and a number of individual, enabling projects.



Strategic Regional Collaboration

Waikato Mayoral Forum

7. The last Waikato Mayoral Forum was held on 23 August 2021.
8. A presentation was provided to attendees (see **Attachment 1**) outlining the importance of maintaining local placemaking throughout the reform programmes impacting on local government.
9. It was noted that is an approach that Waikato Councils can take to input into Government reform with a “constructive voice”.

Waikato Plan

10. A verbal update of the Waikato Plan Leadership Committee held on Monday 16 August 2021 will be provided at the meeting.

UNISA

11. The UNISA Mayors and Chairs meeting that was to be held on 9 July 2021 was cancelled.
12. The next meetings are as scheduled below:
 - i. Technical officers’ meeting on Friday 10 September.
 - ii. CEs’ meeting on Friday 1 October
 - iii. Mayors and Chairs meeting on Friday 12 November.

Future Proof

13. The Future Proof Strategy is currently being updated to give effect to the Hamilton to Auckland Corridor Plan (H2A), the Hamilton-Waikato Metropolitan Spatial Plan (MSP) and the National Policy Statement on Urban Development (NPS-UD).
14. An updated draft of the Strategy for council approval is the subject of a separate publicly excluded report.
15. The Future Proof Strategy update will go through the Special Consultative Process (SCP) under the Local Government Act (LGA) to give it statutory weight.
16. It is intended that the hearings and decision-making process be completed in late 2021 to adopt a completed strategy in early 2022.

Cross-boundary Council discussions***Waikato District Council***

17. No meetings have occurred since the last Strategic Growth Committee Meeting.
18. The next full meeting is scheduled for 1 October 2021.

Waipa District Council

19. An interim (virtual) meeting was held on 4 August 2021 where a draft Strategic Land Agreement between the two councils was discussed.
20. It was agreed that a further meeting between key staff be arranged to progress the matter, and this occurred on 1 September 2021.
21. A verbal update will be provided at the meeting.
22. The next full Governance meeting had been tentatively scheduled for 10 September 2021, however this date is likely to be deferred pending the outcome of a staff discussion on 1 September.
23. Council is represented at both these Governance Groups by Mayor Southgate, Deputy Mayor Taylor, Councillors Macpherson and Hamilton, Richard Briggs and Blair Bowcott.

Peacocke Infrastructure Funding and Financing Opportunity

24. Staff are continuing to investigate a potential agreement to transfer a portion of the Housing Infrastructure Facility (HIF) into an off-balance sheet Infrastructure Funding and Financing (IFF) arrangement.
25. Council staff have progressed discussions with Central Government staff including representatives from MHUD, CIP and Treasury. These discussions have led to CIP and MHUD agreeing to discuss this opportunity further with Minister Robinson and Minister Woods (their respective ministers).
26. Further investigatory work is underway by all parties including IFF levy and revenue feasibility modelling, the logistics of the HIF to IFF agreement and further discussions with landowners/developers.

Government Reform Programme

27. The Government is advancing a number of work programmes that will reshape the system of local government, specifically the Three Waters Review and the Resource Management Reform.

28. A lot of the commentary that forms the basis of our submissions and feedback on the Government's reforms to date is regarding the absence of funding plans and certainty to give effect to and deliver on growth planning.
29. In addition to the Three Waters and Resource Management Reforms, the Minister of Local Government has established a Ministerial review into the Future for Local Government.
30. The interim report signalling the direction of the review is due on 30th September 2021, and staff will report back to council on the detail of this once they have been released.
31. Staff have set up a cross-council team to begin looking at the implications the suite of reforms will have on HCC, and to begin developing a council position on the proposed changes.
32. The team will be looking to influence the direction of the reform and will be actively seeking input from elected members to develop any advice to central government as the project progresses.
33. Staff are also working with neighbouring and other metro councils on the reform agenda, including sharing information and submissions, and further exploring the 'place-making' concept to ensure local voices are heard.

Financial Considerations - *Whaiwhakaaro Puutea*

There are no financial implications in relation to the information provided in this report.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

35. Staff confirm that this matter complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

36. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
37. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
38. The recommendations set out in this report are consistent with that purpose.
39. There are no known social, economic, environmental or cultural considerations associated with this matter.

Risks - *Tuuraru*

40. There are no known risks associated with this matter.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

41. Having considered the Significance and Engagement Policy, staff have assessed that the report has a low significance and no engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Mayoral Forum Presentation - Possible Role of Placemaking in Reform .

Possible Role of Placemaking in Reform



**make
everyday
better.**

PLACEMAKING

What if we built our cities around places?



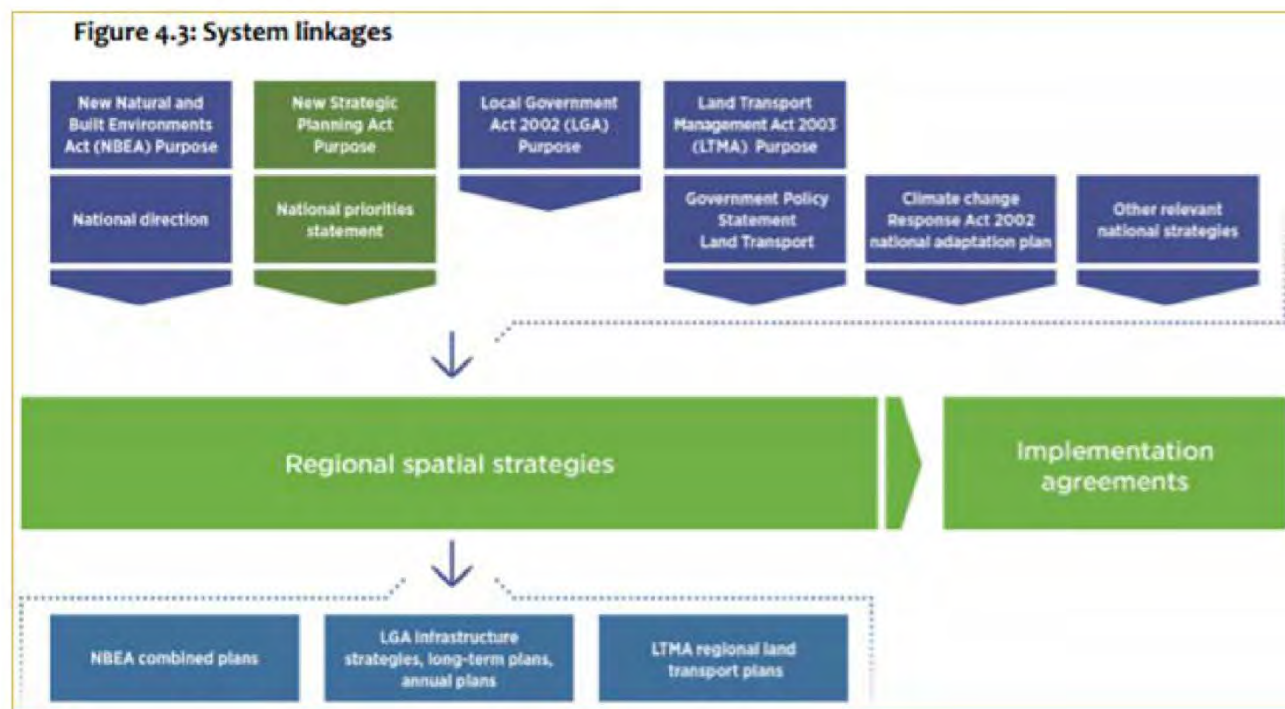
Placemaking is.....the collaborative process of strengthening the connection between people and the places they share... in order to maximise shared value

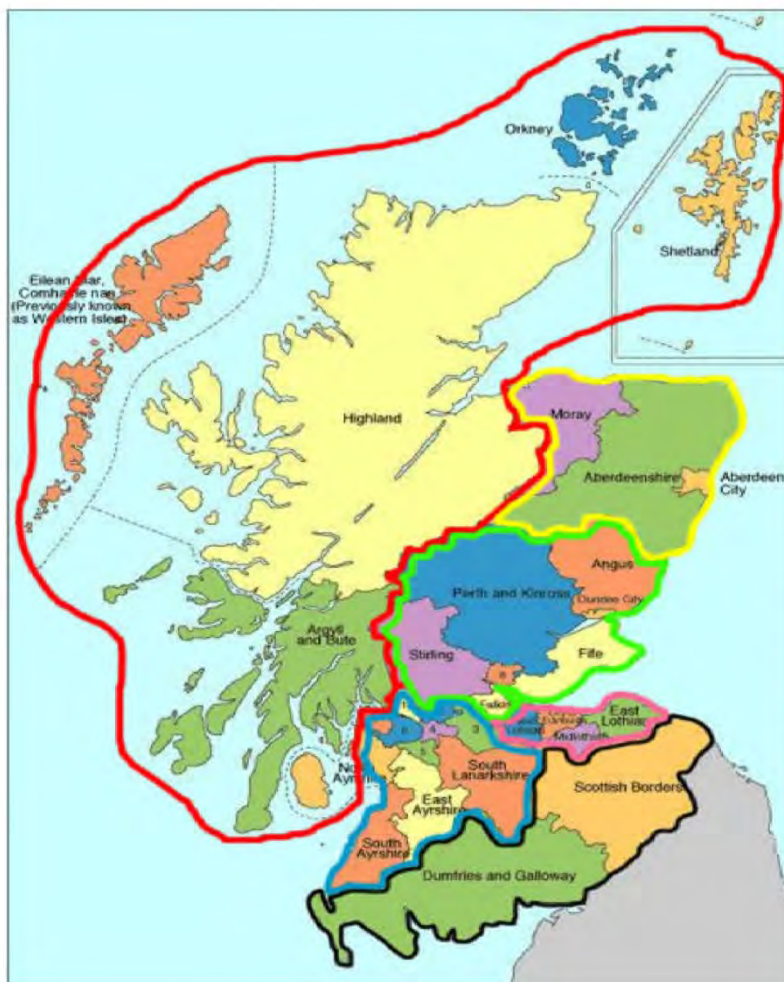
Place making is a key role of local government

There are 7 key reform processes underway that affect local government's ability to perform this function:

- Planning Law
- Infrastructure Funding and Financing
- Three Waters
- Vocational Education
- Tomorrow's Schools
- Health Sector
- Local Government

The role of placemaking and community voice in the reforms is uncertain





The Parallels with Scotland

- Population 5.5 million
- 32 Local authorities, 1369 Community Councils
- Transport Scotland
 - trunk roads, integrated ticketing, total mobility
- Scottish Water
- Independent EPA and Water regulators
- National Planning Framework and Scottish Planning Policy

Scotland is in the final stages of major planning reform

- Simplifying and strengthening the planning system to achieve these outcomes:
 - Strong and flexible development plans
 - Deliver more, high quality homes
 - Infrastructure First approach to planning and development
 - Stronger leadership, smarter resourcing and sharing of skills
 - Collaboration rather than conflict – inclusion and empowerment
- Reform arises in part from frustration over lack of community ability to shape their place given statutory weight of national outcomes.
- The role of place making has been a key focus of their recent planning reform through the creation of Local Place Plans



Local authorities in Scotland are different from ours but still do placemaking

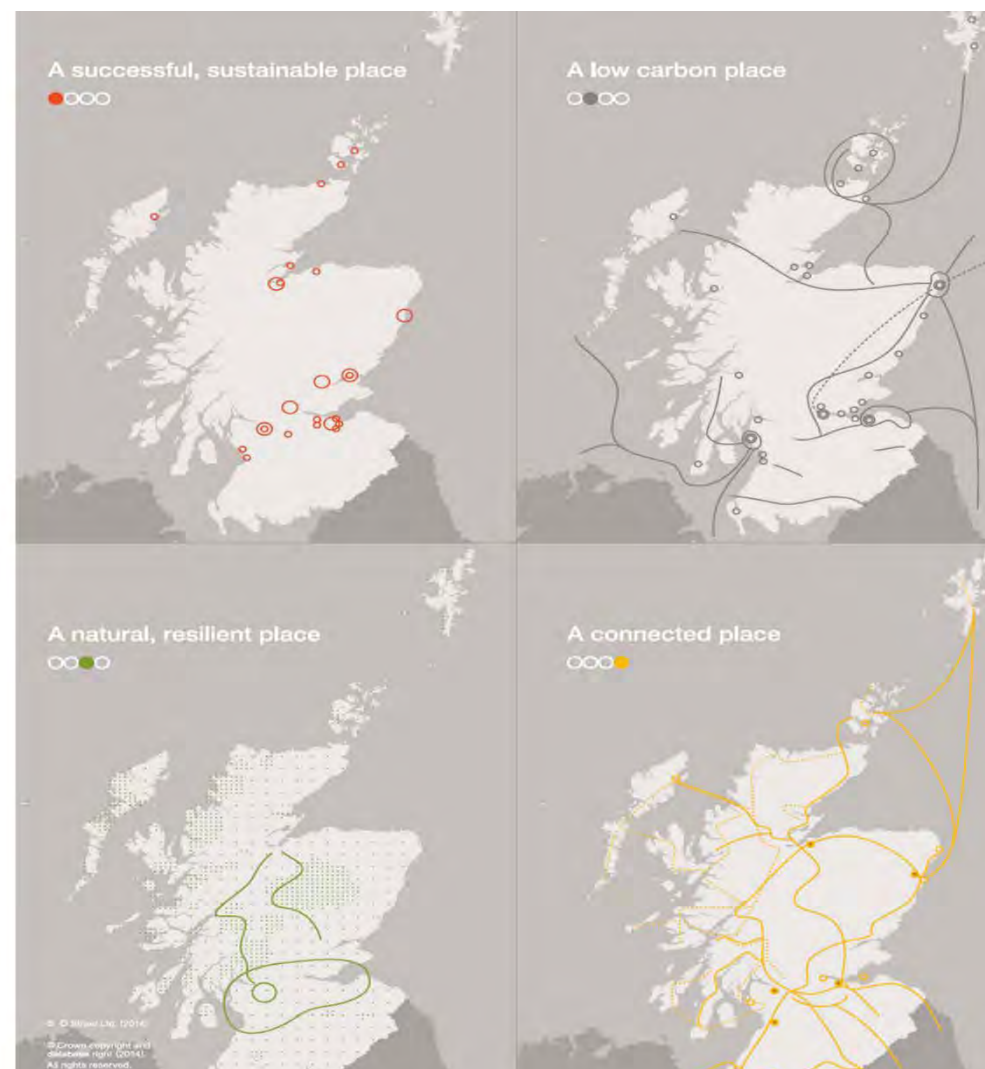
- Deliver a wide range of social and community functions including:
 - Education, elder care, protection of vulnerable children and adults, waste management, cultural services, planning, local roads, public transport, licensing, parks and reserves
 - Required to consult Community Councils (where they exist) on planning matters
- 85% funded by central government based on a service delivery relationship
 - Level of funding linked to cost to deliver "standard level of service" and proportion of government income on business rates

The Scottish planning system is nationally led

SG Purpose	To focus government and public services on creating a more successful country, with opportunities for all to flourish, through increasing sustainable economic growth.										
SG National Outcomes	The planning system and service contribute to all 16 National Outcomes										
SG National Plans, Policies & Strategies	Government Economic Strategy										
	Infrastructure Investment Plan										
	Scotland's Digital Future	Electricity & Heat Generation Policy Statements	2020 Challenge for Scotland's Biodiversity	Scottish Historic Environment Strategy and Policy	Housing Strategy	National Planning Framework & Scottish Planning Policy	Land Use Strategy	Low Carbon Scotland: Report of Proposals and Policies	National Marine Plan	Regeneration Strategy	National Transport Strategy
Planning Vision	We live in a Scotland with a growing, low carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world.										
Planning Outcomes	Planning makes Scotland a successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed places.			Planning makes Scotland a low carbon place – reducing our carbon emissions and adapting to climate change.			Planning makes Scotland a natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.			Planning makes Scotland a connected place – supporting better transport and digital connectivity.	
National Planning	Scottish Planning Policy (SPP)						National Planning Framework (NPF)				
	Principal Policies										
	Sustainability			Placemaking							
	Subject Policies										
	Town Centres	Heat and Electricity	Natural Environment		Travel						
	Rural Development		Green Infrastructure								
	Homes		Aquacultural								
	Business & Employment	Zero Waste	Minerals		Digital Connectivity						
	Historic Environment		Flooding & Drainage								
	COMMUNITY PLANNING										
Strategic	Strategic Development Plans										
Local	Local Development Plans										
Site	Master Plans										

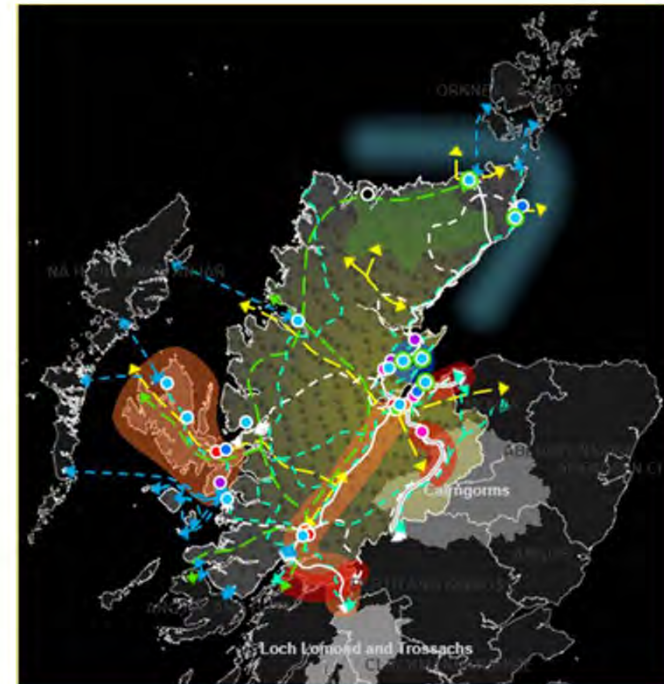
National Planning Framework 3

- Spatial Expression of the government's economic strategy
- Identifies national developments and strategically important opportunities
- Sets policies and expectations for implementation
- Integrated with the Scottish Planning Policy which describes how land use planning should be conducted – and carries weight in preparation of development plans



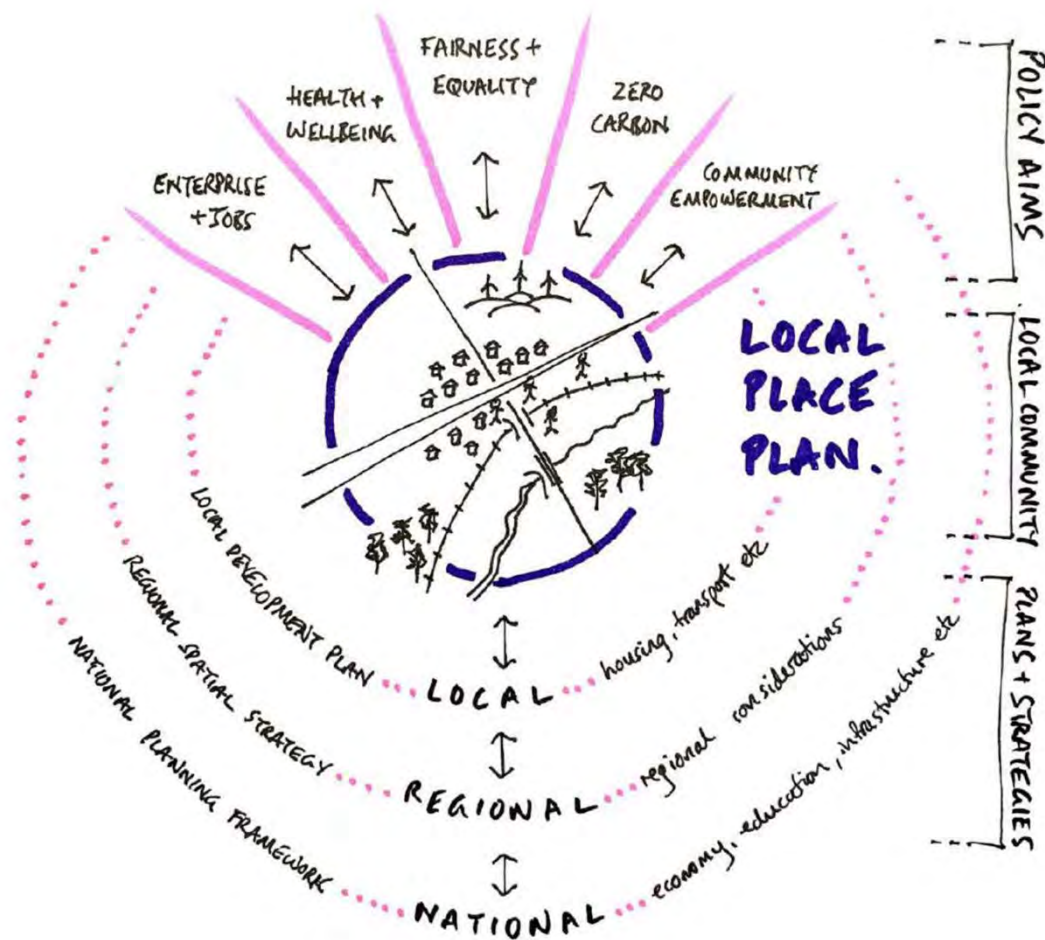
Highland Indicative Regional Spatial Strategy

- National, regional and strategic priorities and candidate national developments for NPF4
- Addresses climate change, quality of life, health and wellbeing, resilient economy, special character of places and infrastructure needs
- Integrates City and Regional Growth Deals, Strategic Transport Projects, Infrastructure Investment Plan and Land Use Strategy
- To be supported by Local Development Plans and Local Place Plans for key places



Local Place Plans in Scotland

- The Scottish government is proposing that "Local Place Plans offer the opportunity for community led but collaborative approach to creating great places"
- "....A light touch approach in legislation allowing for flexibility to suit local circumstances.....process for preparing LPPs to be defined largely by the capacity and preferences of the community themselves"
- Government to provide enabling legislation and guidance



From the Scottish Government's "Draft How To Guide"

<https://www.transformingplanning.scot/media/2236/draft-how-to-guide-pdf-format.pdf>

The opportunity

- Greater centralisation creates opportunities and risks for community outcomes
- The learnings from Scotland after over 20 years of centralisation are relevant to our current reform process
- Place making and the role of local communities will be critical to achieving national, regional and local goals
- The role of iwi is a critical point of difference with Scotland that should not be underplayed

Council Report

Item 10

Committee: Strategic Growth Committee **Date:** 07 September 2021
Author: Karen Saunders **Authoriser:** Blair Bowcott
Position: Growth Programmes Manager **Position:** General Manager Growth
Report Name: Growth Programmes Update

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Strategic Growth Committee on the status of the Growth Programmes including Central City, Peacocke, Ruakura, Rotokauri-Northwest and Emerging Areas.
2. To provide the Strategic Growth Committee with an update on the Hamilton Urban Growth Strategy (HUGS) Review.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Strategic Growth Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

4. This report provides an overall update on the growth programmes including:
 - i. Central City
 - ii. Peacocke
 - iii. Ruakura
 - iv. Rotokauri-Northwest
 - v. Emerging Areas.
5. The updates for each of the growth programmes can be found in the **Attachments 1 – 5**.
6. Work continues on the HUGS Review. Technical workshops with key stakeholders were planned for late August 2021; however, these are now being rescheduled in light of the current lockdown. HUGS project staff are collaborating with the District Plan Change programme team for Stakeholder Engagement, including iwi engagement.
7. The first HUGS Elected Member Reference group was held on 5 August 2021. Further meetings are scheduled for September and November 2021.
8. Staff are investigating a process for naming new growth areas as part of the HUGS Review in addition to investigating a dual name for the Peacocke growth area.
9. Staff consider the matters in this report to have low significance and that the recommendations comply with the Council's legal requirements.

Attachment 2

Background - *Koorero whaimaarama*

Attachment 2

10. The purpose of the Growth Programmes team is to deliver communities that improve the wellbeing of Hamiltonians. The unit has recently expanded from managing the Peacocke Programme to also managing the Central City, Rotokauri-Northwest, Ruakura and Emerging Areas programmes.
11. The Emerging Areas Programme includes out-of-boundary, unplanned or out-of-sequence areas that developers or landowners signal for potential development.
12. The Growth Programmes Manager is currently recruiting for two programme manager roles to lead the Peacocke and Rotokauri-Northwest and Emerging Areas programmes. A Programme Manager for Ruakura has recently been appointed and commences in early September 2021.
13. The previous Growth Programmes Update was reported to the Strategic Growth Committee on [3 August 2021](#).
14. The regular programme updates are intended to provide the Committee with an overview of all activity, risks and opportunities happening in a particular growth area.
15. The updates for each of the growth programmes can be found in the **Attachments 1 – 5**.
16. Staff will continue to review and improve content of the report in response to feedback received from Elected Members.

Discussion - *Matapaki*

HUGS Review update

Item 10

17. At previous Strategic Growth Committee meetings (18 February 2021, 30 March 2021 and 20 May 2021), the Committee resolved to review HUGS, approved the scope of the HUGS review and budget, and approved the draft out-of-boundary development principles.
18. Since the 3 August 2021 Strategic Growth Committee meeting, the lead consultants (Arup) have been undertaking background research and preparing the 'case for change'.
19. The first of the Elected Member HUGS Reference Groups was held on 4 August 2021 and provided valuable direction for the strategy and for the technical stakeholder workshops that were scheduled for late August 2021, but which will be rescheduled due to the current lockdown. Further meetings are scheduled for 22 September 2021 and 5 November 2021.
20. HUGS project staff are collaborating with the District Plan Change programme team for Stakeholder Engagement, including iwi engagement.
21. Staff are investigating processes relating to naming of new growth areas as part of the HUGS Review work and will provide an update to the Strategic Growth Committee on 19 October 2021, noting that engagement with Te Ngāa Whāa Whakatupu Ake is scheduled for 20 October 2021.
22. Key milestones for the HUGS Review include:

Milestone	Status	By when
Scope approved	Complete	March 2021
Draft Out-of-Boundary Principles approved	Complete	May 2021
Research and Multi Criteria Analysis, Stakeholder engagement and drafting of strategy	Under way	July – October 2021
HUGS Reference Group #1	Complete	4 August 2021
Key stakeholder engagement workshops	Complete	Late August – September

		2021
HUGS Reference Group #2	-	22 September 2021
HUGS Reference Group #2	-	5 November 2021
Draft Strategy Approved for Consultation	-	2 December 2021 Strategic Growth Committee Meeting
Consultation (Special Consultation)	-	Feb-Apr 2022
Final Approval and adoption	-	June 2022

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

23. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
24. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
25. The recommendations set out in this report are consistent with that purpose.

Social

26. Planning and development of community infrastructure and parks and open spaces is an integral part of each of the growth programmes, as is alignment with strategies that support wellbeing such as the Play Strategy. Community amenity is critical to support social wellbeing in new and existing communities.
27. Staff have been working closely with the Ministry of Education as they look to secure land in Peacocke and Rotokauri. Staff also work with the Ministry of Education growth team to collaboratively plan for education needs that meet the needs of future Hamiltonians.

Economic

28. The investment into strategic land use and strategic infrastructure to enable land for development of new homes and jobs will bring significant economic benefits. For example, the business case for the Peacocke Housing Infrastructure Funded Infrastructure Fund estimates that \$6b of economic benefit will result from the infrastructure investment.
29. Work continues with Central Government to secure alternative funding and financing mechanisms for strategic infrastructure. Current initiatives include Infrastructure Acceleration Fund, Infrastructure Funding & Financing, and private developer agreements.

Environmental

30. Across the growth programmes there is significant investment into environmental initiatives. Some of these initiatives are required to be delivered by Council as consent conditions for designations and infrastructure construction; some are required to be delivered by developers as part of their housing developments.
31. There are also some citywide initiatives that have been funded in the latest 2021-31 Long Term Plan to drive environmental outcomes, for example the Nature in the City Strategy.
32. Staff continue to work at a strategic and operational level with the Department of Conservation, particularly in relation to the Peacocke programme and protection of the long-tailed bat.
33. As the programmes mature, the levels of environmental activities and benefits will become clearer and staff will report on these as part of the programme reporting.

Cultural

34. Effective partnership with Iwi is integral to the success of the growth programmes. We respect the special status of Tangata Whenua, are committed to the principles of Te Tiriti O Waitangi and further Maaori aspirations through building mana-enhancing partnerships.
35. Our Iwi partners, Waikato-Tainui, are engaged under the Joint Management Agreement (JMA), with a shared responsibility to achieve the Vision and Strategy for the Waikato River.
36. Staff place a high level of importance on the Vision and Strategy for the Waikato River when planning projects that impact the river and tributaries within the growth programmes areas.
37. Staff recognise and consider relevant sections of the Waikato-Tainui Environmental Plans when planning projects within the growth programmes catchments.
38. Maangai Maaori provide a political voice for Maaori within the decision-making of select Council committees.
39. The Council continues to meet its legislative responsibilities under the RMA by providing opportunities for Iwi and hapuu to contribute to local government decision-making processes and exercise of kaitiakitanga over the natural and physical aspects within the growth programme areas.

Financial

40. The financial reporting for the programmes is reported to the Finance Committee via the Capital Portfolio Reports.

Risks - *Tuururu*

41. Risks are currently tracked at project and programme level. The programmes utilise the Council's risk management framework with further alignment with the Waka Kotahi NZ Transport Agency risk register format for specific projects as required.
42. As part of the assurance framework, the Council's Risk Manager provides support to the Programme Managers. A project Risk and Benefits Advisor within the Council's Portfolio Management Office has recently been appointed and is working with staff to review and further develop a framework for risks and benefits across the programmes.
43. Staff will provide an update on growth programmes risks at a future Strategic Growth Committee meeting once key resources are recruited and in place.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

44. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

Engagement

45. Staff continue to engage with environmental and cultural groups, key developers and landowners, and Government agencies including Heritage New Zealand Pouhere Taonga, Kāinga Ora, Ministry of Education and Department of Conservation, as well as our project partners through initiatives such as the Housing Infrastructure Fund and Waka Kotahi NZ Transport Agency.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Central City Programme - August 2021

Attachment 2 - Peacocke Programme Update - August 2021

Attachment 3 - Ruakura Programme - August 2021

Attachment 4 - Rotokauri-Northwest Programme - August 2021

Attachment 5 - Emerging Areas Programme - August 2021

Item 10

Attachment 2

PROGRAMME VISION

"Shaping a central city where people love to be - Ahuahungia te pokapuu o teetehi taonee arohaina ai e te taangata".

Through delivering the Central City programme, we are investing in our central city, opening it up to the Waikato River, encouraging people to live and work here, and making it easy to access and move around in. The outcome will be a central city that is more inclusive, vibrant, and prosperous.

The programme is organised into four main workstreams. Each grouping has strong synergies and dependencies and therefore need to be viewed collectively to ensure opportunities are exploited, risks are minimised, and we are delivering as optimally as possible.

WORKSTREAMS

FERRYBANK WORKSTREAM	<ul style="list-style-type: none"> Walking and Cycling Bridge Municipal Pools site Museum Projects - Loading Bay, Victoria St Entrance, and the River entrance Aranui Sports Hub, River Installation - plus Arts Post site
SOUTH END PRECINCT WORKSTREAM	<ul style="list-style-type: none"> South End Precinct - Embassy Park South End Precinct - Sapper Moore-Jones/Victoria Waikato Regional Theatre > Dec 2023 Victoria St site redevelopment
PUBLIC REALM DESIGN GUIDELINES DEPENDENT WORKSTREAM	<ul style="list-style-type: none"> Public Realm Design Guidelines Central City Street Furniture Alexandra St Upgrade Ward St improvements City Planning Project bundle Community Strategies
INDEPENDENT PATHWAYS WORKSTREAM	<ul style="list-style-type: none"> Tristram & Collingwood intersection upgrade Transport Centre Rejuvenation Wellington St Beach Founders Site Upgrade Parking projects Intersection Improvements - Low Cost/Low Risk Projects

CENTRAL CITY PROGRAMME

DEVELOPMENT ACTIVITY

Council wants to increase the number of people living in the central city and provide great places and services (close by) to support them, so that they can call the central city home. Mixed inner-city living options alongside a vibrant retail, hospitality, and entertainment sector supports activation of the central city across the day and night.

There are multiple exciting residential projects including:

- 28 Harwood St, 10 Princes Street, is the conversion of the existing Opus building into 22 about the ground apartment units, with ground floor commercial. Redevelopment is expected to be completed before the end of 2022.
- The Munns Menswear site plan indicates a six-storey development with retail and commercial on the bottom two floors, three floors of apartments a top floor of penthouses.
- The Northern Green project, 1010 Victoria St, will consist of a café, 820m2 in office area, and 24 apartment units, each between two and three bedrooms in size.

Union Square on Hood Street, and the new ACC building on Collingwood Street are both currently under construction.

Staff have granted consent to Turongo Limited for a new development on 109-111 London Street which consists of a new building for a health care and office activity, to be leased to and occupied by the New Zealand Blood Service. The proposed development consists of a basement carpark, a ground and first floor national office, meeting room and staffroom, as well as logistic facilities, and a second floor accommodating the Waikato Donor Centre.

Staff have recently undertaken pre-application discussions about a potential commercial office development at 820 Victoria Street (former LINZ building), on the corner shared with Rostrevor Street. The proposal seeks to partially demolish the existing building and rebuild to match the size and scale of the existing building. Resource consent is yet to be submitted for this development.

WORKSTREAM UPDATES FERRYBANK WORKSTREAM

The Ferrybank enhancement will reconnect the central city to the taonga that is our awa, helping to activate and celebrate the riverfront. The next step for the Walking and Cycling Bridge is to develop a robust business case to achieve funding milestones. The Municipal Pools site will be restored to parkland in 2022, with a collaborative Site Restoration and Interpretation Plan already well advanced. At this stage, the demolition of the pool facility is planned for between January and April 2022. Physical work to Museum and ArtsPost building to create fire-rated walls on the new boundary is also in progress. Planned for between January and April 2022. Physical work to Museum and ArtsPost building to create fire-rated walls on the new boundary is also in progress.

CENTRAL CITY JETTY

The new rejuvenated Central City Jetty was reopened on 27 July 2021. The artwork on the jetty includes five pou (pillars) featuring sculptures representing ancestral stories from local hapuu - Ngaati Maahanga, Ngaati Tamainupoo, Ngaati Wairere, Ngaati Korokii Kahukura and Ngaati Hauaa. The jetty is open for anyone to use and is located below the Waikato Museum.

SOUTH END PRECINCT WORKSTREAM

The South End Precinct workstream projects will create spaces that are inviting, vibrant, lively, and foster inclusivity within communities. They will celebrate our Maaori dimension and showcase the energy of our creative arts scene. These projects will also enable a connected and active riverfront.



**Hamilton
City Council**
Te kaunihera o Kirikiriroa



The Waikato Regional Theatre project timeframes are on track, and the site was blessed 20 August 2021. Fosters Construction are submitting a Traffic Management Plan to staff which will see a portion of the footpath closed. Work is under way to commence construction proper November 2021, with competition planned for early 2024. Preliminary design conversations for Embassy Park and Sapper Moore-Jones Place are continuing. The next step is engagement with key stakeholders such as the Neighbour Liaison Group and Riff Raff Trust.

PUBLIC REALM GUIDELINES WORKSTREAM

The Public Realm Design Guidelines project will ensure our public spaces and streets across the central city are well designed, attractive, safer, well maintained, accessible, and inclusive. Staff have had initial conversations with potential candidates for delivery of the guidelines. Delivery of these guidelines is critical to several other projects within the programme, and work is being done to ensure align delivery timelines. Other projects within the workstream will be advanced once the Public Realm Design Guidelines are developed. Where possible they will be advanced concurrently. This includes projects such as Central City Street Furniture, Alexandra St, and Ward St.

INDEPENDENT PATHWAYS WORKSTREAM

The Independent Pathways workstream projects are focused on creating more spaces for play and nature within the central city, alongside improving transport options, and ensuring we have a safer central city.

The business case for the Transport Centre is currently with Waka Kotahi awaiting formal approval.

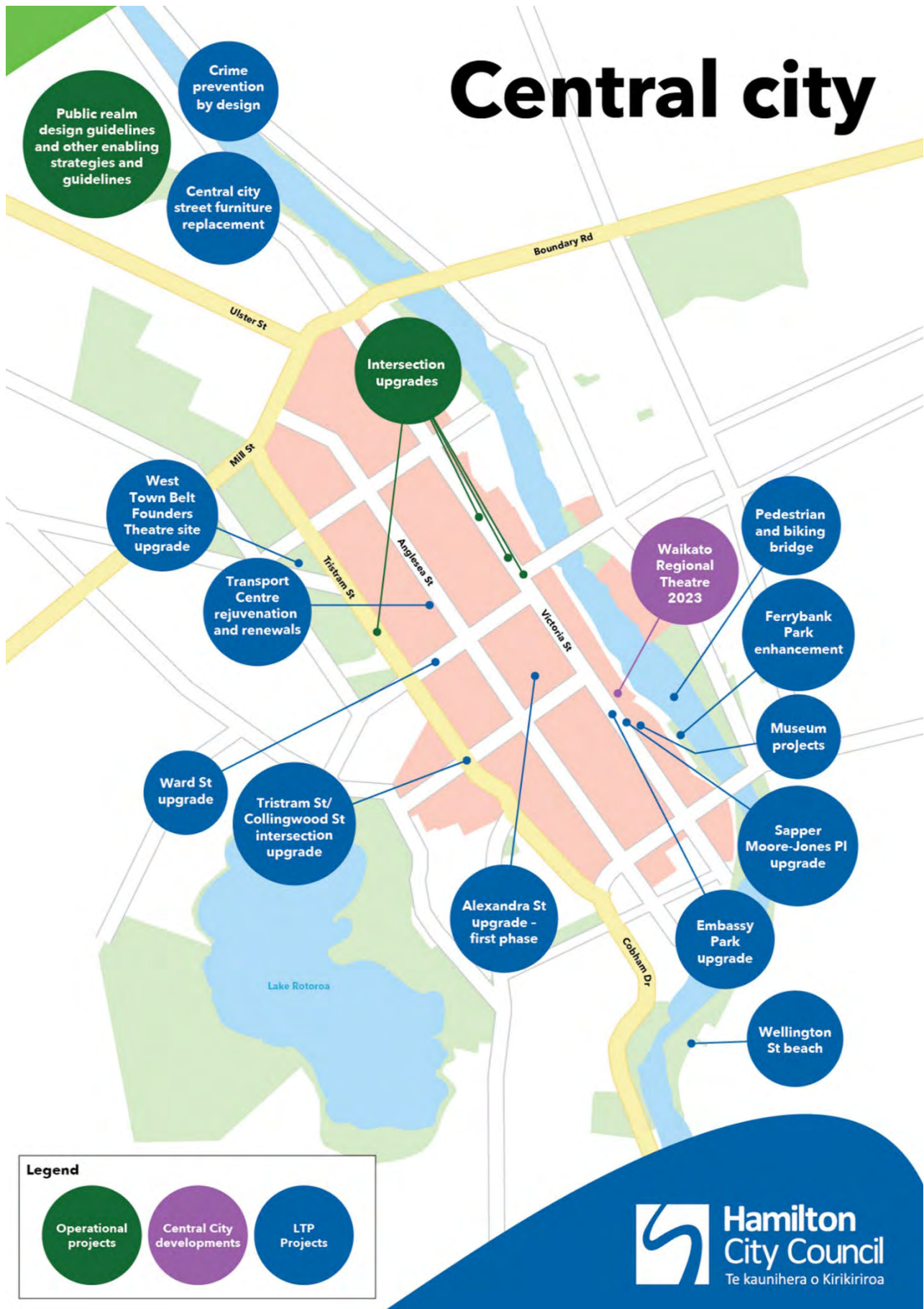
The Tristram and Collingwood Street intersection construction period is proposed for January 2022 to minimise disruption to the users/residents. The final intersection treatment and design has not been confirmed but the aim is to improve safety for motorists and incorporate more opportunity for active modes in this area.

RISKS

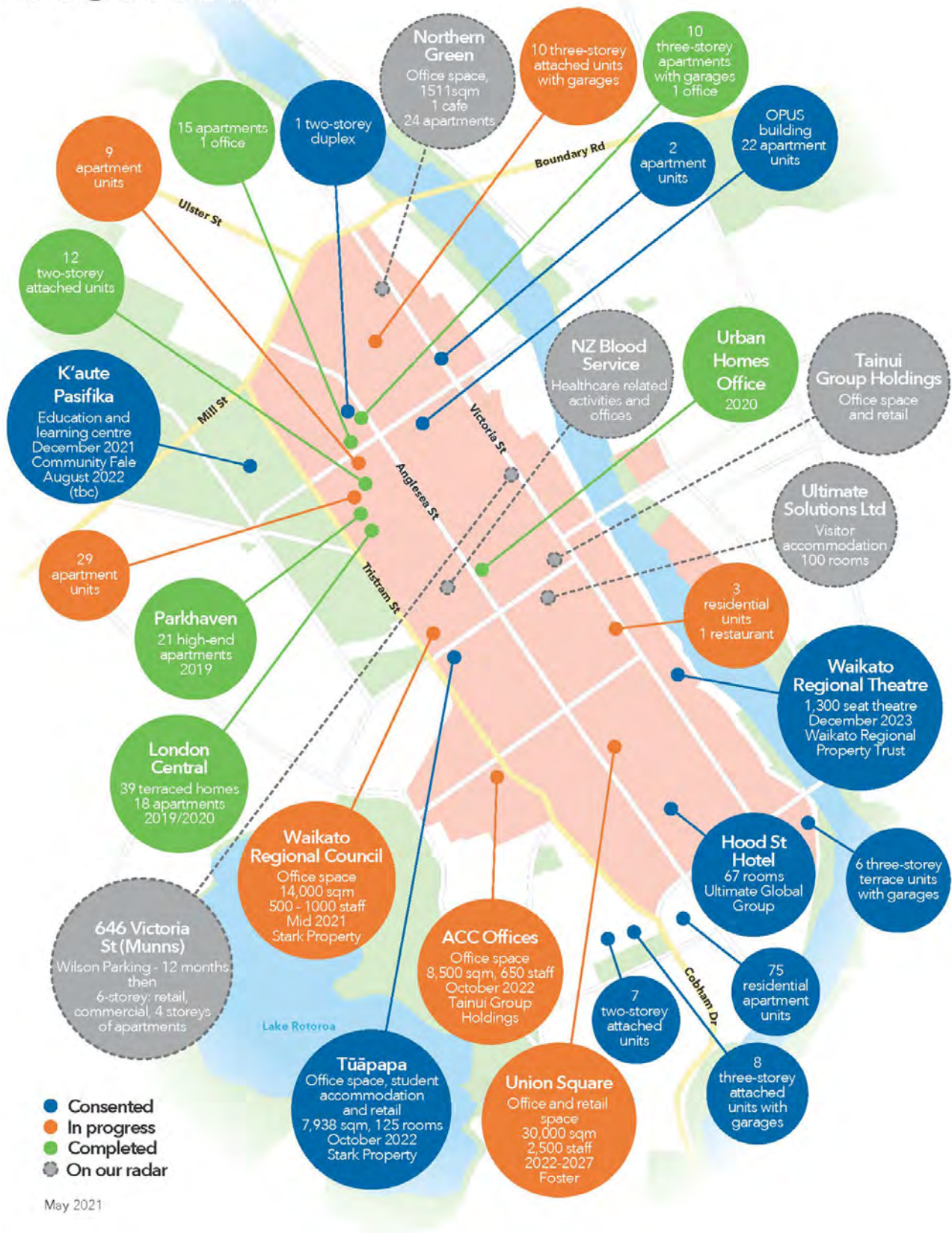
- There is a risk that if the central city fails to manage all stakeholders in a joined-up way, it could result in poor outcomes and lost opportunities.
- If there is a lack of programme management, scheduling and interdependency management, it could result in disjointed delivery of related projects, causing poor outcomes for the community.
- If there is insufficient resourcing across the programme combined with several significant growth projects that rely on key resources, it may impact on delivery of some key projects which may affect the wider programme outcomes.
- There is a risk that archaeological or cultural items may be discovered during construction or investigation phases of the projects within the programme, which may impact overall cost, timing and/or delivery of long-term central outcomes.

COMMUNICATIONS AND ENGAGEMENT

Partnerships and joint ventures with local organisations, iwi, philanthropic organisations, businesses, and developers are key to catalysing transformational change within the central city. Therefore, we are developing mutually beneficial and mana-enhancing relationships with those who can help us deliver change - as Council cannot do this by alone. A strategic central city communication and engagement plan is being developed. The plan will include key stakeholders, timelines, risks, opportunities, tactics, and a suite of overarching key messages that ensures alignment to the wider central city story. This will support all projects and activities across the central city to deliver Central City Transformation Plan outcomes.



CENTRAL CITY DEVELOPMENT ACTIVITY





PROGRAMME VISION

"To enable the development of an attractive and sustainable community in Peacocke and surrounds - Ko te whakakitenga moo te whenua Peacocke - Ko te aaheinga o te hanga he waahi ataa-hua, he waahi toiora ki Peacocke"

Peacocke is being built with the support from the Government's Housing Infrastructure Fund, made up of a \$180.3M 10-year interest-free loan and \$110.1M of Waka Kotahi NZ Transport Agency subsidies.

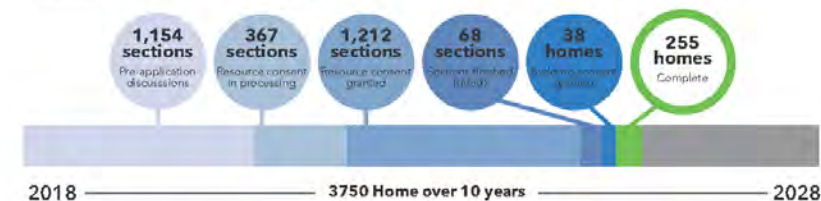
The Peacocke programme will deliver a new bridge; a transport network that caters for public transport, pedestrians and cyclists; parks; and strategic water, wastewater and stormwater networks. Other work includes protecting and enhancing the environment, including the extensive gully system, opening the area to the Waikato River, and investigating community facilities which are also important parts of creating a new community in Peacocke.

When completed, Peacocke will be home for up to 20,000 Hamiltonians.

PEACOCKE PROGRAMME

CONSENTING AND DEVELOPMENT ACTIVITY

Developer activity and interest in the Peacocke area continues. Currently pre-application discussions, consenting and construction activity totals approximately 3,000 homes (approx. 80% of the projected 10-year developer uptake of 3,750 homes in Peacocke). Refer to the attached Development Activity Map.



Notable development and consent applications include:

- **AMBERFIELD:** Agreement has been reached between parties in relation to the appeals to the Amberfield subdivision resource consent application for approximately 800 new homes. This means that the development can now proceed. As part of the consent conditions, the development will include special ecological features to protect the long-tail bat. The Environment Court issued a final decision confirming consent on 30 July 2021.
- **AURORA:** A subdivision resource consent was granted for Aurora Ltd for 110 lots at for 3019 Ohaupo Road in Peacocke Stage 1 in March 2021. Currently there is an application to reconsult this development and include a further 139 residential lots (total 249 lots). A number of the lots are large in size to provide for further subdivision for apartments and duplexes (subject to land use approval). This application is currently on hold for further information.
- **SAXBYS LTD:** An application has been received from Saxbys Ltd for 56 residential lots within Stage 2 Peacocke on Ohaupo Road adjacent to the Aurora development (formerly known as Northview). The application is currently being vetted and assessed for any further information.
- **QESTRAL:** A land use consent for a 230 unit retirement village at 55 Weston Lea Drive was lodged in February 2021. An earthworks consent was granted for the same location in

September 2020. The land use consent application for the retirement village is currently on hold while the applicant provides further information.

STRUCTURE PLAN CHANGE

Council approved the notification of Plan Change 5 on the 12 August 2021. As a result, it is anticipated that public notification will occur in late August/early September 2021, and – as required by the RMA – the submission period will be open for a minimum of 20 working days from the date of notification.

Public notification and the process required to be followed, as outlined in Schedule 1 of the RMA, provides the opportunity for landowners and the wider community to make a formal submission on Plan Change 5 in support, opposition or seeking changes.

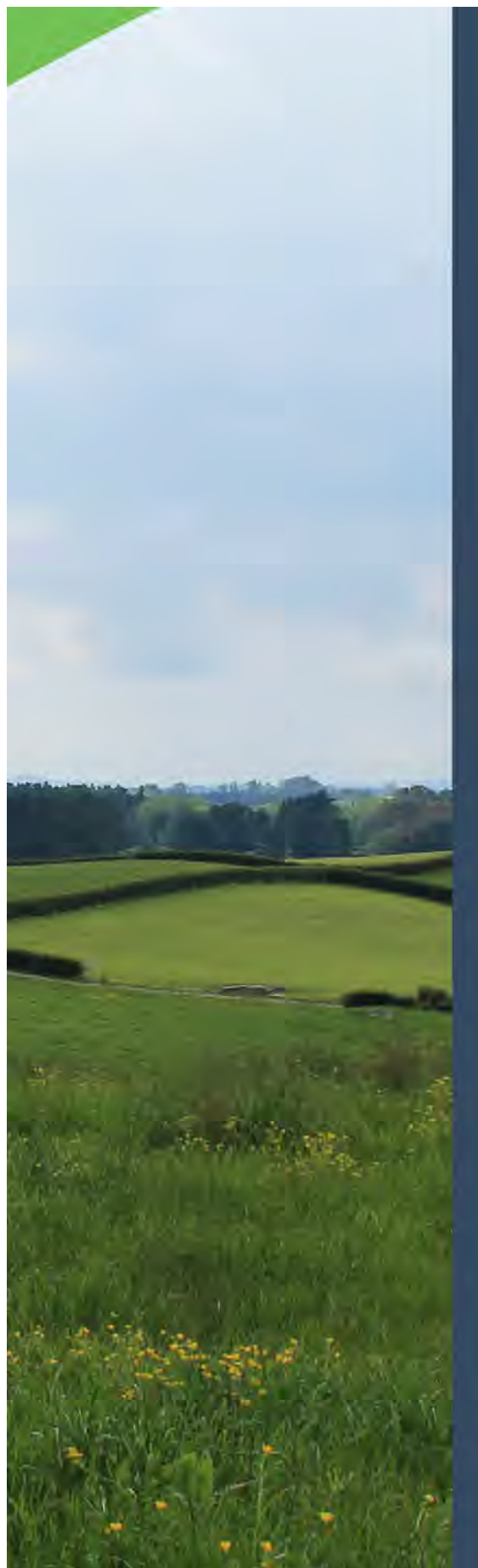
Following the submission process, further submission will be sought either supporting or opposing the submission received in the first round. The further submission period will be open for a minimum of 10 working days.

It is anticipated that a hearing for Plan Change 5 will be held mid-2022 to consider the submissions and further submission.

STRATEGIC INFRASTRUCTURE

Overall, the strategic infrastructure and HIF programme is currently still on time for delivery.

Award decision of a third major contract to construct the Wastewater Transfer Station is included in the public excluded section of the 7 Sep Strategic Growth Committee meeting in preparation for an October 2021 construction start.



Macroscopes for Whatukooruru Drive (East West Arterial), Peacockes Road urban upgrade projects and the Bikes on Pipes value-add opportunity are presented to this committee meeting in a separate report seeking approval.

Planning for the 2021/22 construction season is under way:

- Substantial traffic management remains in place in Peacocke area and north along Wairere Drive.
- The Peacockes Road closure originally planned in June has been postponed while alternative construction methodology is explored. It is now quite likely a substantial closure can be avoided.
- Construction related traffic will peak this summer as the majority of the project earthworks will be completed over this coming period. Work is monitored to ensure compliance with the approved Construction Traffic Management Plan and an open line of communication with the community has been established for any concerns. On balance, feedback from community is positive.

Third-party development collaboration requests are being made to deliver upsized or shared infrastructure within Council's construction contracts. Staff assess these opportunities to understand the benefit and if acceptable will enter into a PDA to recover costs and apportion risk to ensure there is no unreasonable expose to Council. An increase to existing contract sums is being sought in the public excluded section of this meeting to enable these additional works to be issued.

The Council has secured property rights for 38 of the 39 properties within the designation footprint. Only one s23 objection (relating to the Shaw property) remains and is progressing through an Environment Court process. Staff continue to work with any landowners who want to progress to the Land Valuation Tribunal.

Introduction recently of the National Policy Statement for Freshwater Management (NPS-FM) and the National Environmental Standards for Freshwater (NES-F) could significantly impact the approach taken for consenting and construction of the planned infrastructure in Peacocke. More work is being undertaken to be able to engage with WRC on the application of this new legislation. If a change in approach is required this could increase construction costs substantially over current cost estimates that are based on many years of assessment and planning.

Items coming to upcoming future Strategic Growth Committee meetings:

- General updates

Key strategic infrastructure project updates:

- SH3/Ohaupo Road roundabout - west arterial roundabout is complete.
- East West Arterial Phase 2 design recommenced - tender early 2022.
- Waikato River bridge approx. 25% complete. Bridge piling complete on northern and southern banks. Earthworks mainly on hold for winter and will recommence from October.
- Northern Transfer Main wastewater pipeline approx. 55% complete - ahead of programme. Challenging sections of Wairere Drive and Tramway Road progressing well.
- N4 pump station tenders close end June 2021 - final critical path item for development. Construction due to start later this year - on schedule.
- N-S Strategic Wastewater design under way - investigating pipe bridges for walking/cycling and more flexible options to enable earlier development.
- Peacockes Road Urban Upgrade northern section is included with bridge contract, southern section is in preliminary design.

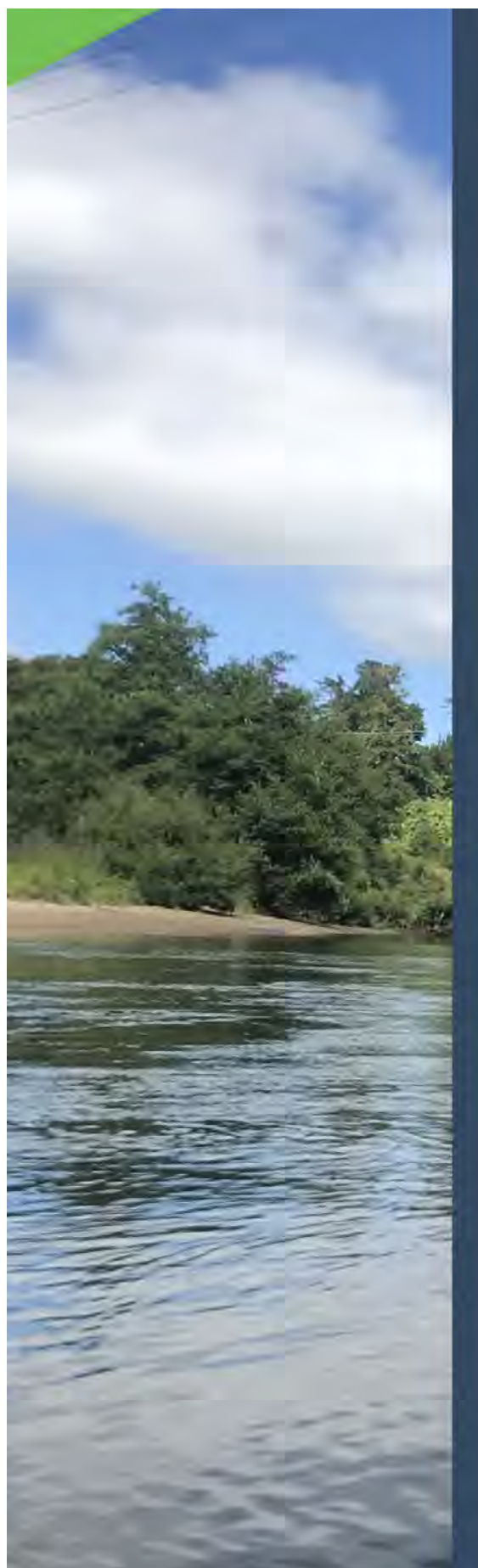
Emerging issues:

- Third party utility service providers required to undertake relocation of their assets are taking longer than anticipated and is outside of Council's control which is introducing delay costs.
- Construction industry cost fluctuations are increasing faster than normal due to inflationary pressure which will increase out turn costs and reduce available project contingency levels.
- Long than normal lead times for materials means that delays costs could be incurred or a more expensive substitutes may need to be used which will increase overall costs.

PARKS AND OPEN SPACES

Land for the approximately 14.5ha northern sports park has been secured. A hearing for the Notice of Requirement for the sports park is expected to be held in late 2021 or early 2022 once the final Amberfield decision has been released. Based on the findings of a sport field demand study, the southern sports park located on the Amberfield site is no longer required.

Land acquisition and development of neighbourhood parks will be acquired as subdivision applications come through.



WELLBEING ACTIVITIES

ENVIRONMENTAL WELLBEING

- Southern Links Transport Designation: Work is ongoing to implement the Ecological Monitoring and Management Plan (EMMP). This includes significant gully and stream restoration work (e.g., more than 10ha within the catchment), pest control, and bat roost protection and enhancement (e.g. providing artificial bat roosts).
- Southern Links Transport Designation: The first lizard restoration site has been completed and become home to several copper skinks that have been relocated from various parts of the Southern Links construction sites. Work on restoring a 1ha gully site has started.
- The Mangakootukutuku Integrated Catchment Management Plan (ICMP) remains with the Waikato Regional Council for certification.
- Work has continued on a regional bat management plan through the Waikato Bat Alliance have met to discuss a first draft strategy and next steps.

CULTURAL WELLBEING

- As part of Council's commitment to the partnership with Waikato-Tainui, on the 18 March 2021 Council approved the revocation of the Historic Reserve status for Whatukoruru Reserve. The final approval process is now with the Department of Conservation (DOC). Once approved by DOC, a Gazette notice will be published to formally revoke the reserve status meaning the transfer to Waikato-Tainui can be completed.
- A cultural blueprint is being developed for the Peacocke area. The Blueprint will provide a framework for how we will work to integrate Maaori art and culture into the landscape in a way that shares, protects, and celebrates Hamilton's unique Maaori history.
- The HIF programme team continues to engage with the Tangata Whenua Working Group (TWWG) to enable the construction of network infrastructure in Peacocke in partnership with local iwi. Cultural inductions and training have helped educate the wider team and contractors on the importance of keeping cultural considerations at the forefront of everything we do.
- Kaiarahi and Kaitiaki contracts are now in place which include specific Iwi representatives embedded within the construction contracts to guide and provide cultural guardianship during construction works.

SOCIAL WELLBEING

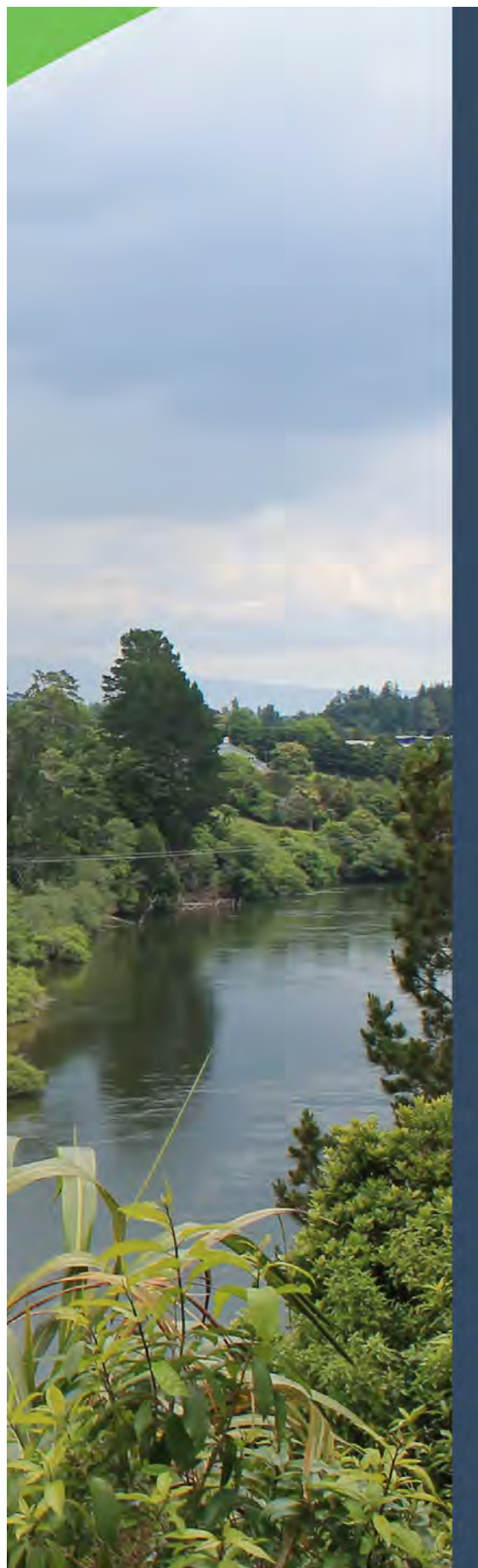
- The Ministry of Education (MOE) acquisition team is continuing with securing sites for two new schools in Peacocke. The Melville High and Melville Intermediate restructure is progressing and a decision on how the two schools will merge will be made by the Minister of Education in the coming months.

ECONOMIC WELLBEING

- Staff continue to work with Crown Infrastructure Partners, Treasury, Ministry of Housing and Urban Development and Department of Internal Affairs to investigate a potential arrangement to transfer a portion of the HIF loan into an off-balance sheet Infrastructure Funding and Financing arrangement.

RISKS

- Covid-19 outbreak leading to a rise in Government Alert Levels is currently a significant risk to the programme. A lockdown would incur significant additional costs.
- Geotechnical ground condition suitability risks are currently high and will remain a key construction risk through the coming summer. Expert advisors are engaged to assist with early identification and direction.
- Construction traffic management relating to the essential earthwork activities could attract negative feedback. Monitoring and controls continue to be in place.
- There is a risk that changes in political direction or misalignment between government departments (for example biodiversity and housing policy direction) could incur additional costs or diminish the outcomes the stakeholders and community are expecting. This is being mitigated through stakeholder engagement, strategic land use planning, governance reporting, sub-regional alignment and through the HIF Funding agreement.
- There is a risk that Waikato Regional Council (WRC) technical staff do not accept HCC's best practicable options for the Integrated Catchment Management Plan and require more onerous option before certifying. Delays result in more difficult consenting process and moving to more onerous would add approx. \$40m of additional capital cost.
- WRC interpretation and application of NPS-Fresh Management and NES-Freshwater could require a late change to design



COMMUNICATIONS AND ENGAGEMENT

Engagement activities continue across the programme. Construction continues on the new wastewater pipelines and Waikato River bridge and surrounding transport network. Impacted residents and landowners have been kept up to date with the projects and works through letter drops, newsletters and one-on-one meetings. Particular focus has been around works on Weston Lea Drive, Peacockes and Tramway Road, Hamilton East. The team are working closely with contractors to clearly communicate traffic management planned to residents around those area. As the northern wastewater construction works continues at pace, signage updates and new map designs supplied as required to reflect delays in footpath closures, detour routes and unexpected works.

The summer constructions season and associated communication activities are on the horizon. This is an opportunity to communicate clearly and to a wider group of residents the expected impacts of construction traffic and the larger Peacocke community story.

The Peacocke Plan change project is planning for formal notification. Landowners and other key stakeholders have had the opportunity to feedback on the draft Plans prior to notification in September 2021. Proactive media and storytelling is planned to support the Peacocke Structure Plan consultation and engagement work.

Videos telling the environmental and cultural protection work happening in Peacocke are being finalised and will be connected by a high-level Peacocke programme video. Planning for an Open Day is under way.







RUAKURA PROGRAMME

CONSENTING AND DEVELOPMENT ACTIVITY

Ruakura has a total capacity of 2,500-3,000 homes for up to 8,000 people. A total of 1,300 sections have been granted subdivision consents since the Ruakura growth cell opened in 2015. It normally takes 12 to 18 months to complete the earthworks before the titles get issued in Ruakura. There were 45 new titles issued in the second quarter of 2021, which was the busiest growth cell in terms of section release.

Notable development and consent applications include:

- Greenhill Park, at the northern end of the growth cell, is a medium density area that commenced development in 2015 and being developed by Chedworth Holdings. Chedworth Holdings continues to bring medium density housing online, and it is expected that additional consents for housing will be lodged this year. Currently 989 residential lots have been consented.
- Tainui Group Holdings (TGH) own the residential land at the eastern end of Powell's Road. Subdivision consent was granted in 2016 for 102. The consent has not been given effect to, and will lapse on 21 December 2021. TGH applied in March 2021 to extend the lapse date of this consent and this is currently being processed.

Refer to the Development Activity Map attached.

KEY PROGRAMME ACTIVITY UPDATES RUAKURA

Overall, programme activity across Ruakura is going well. Staff are continuing to work in partnership with Tainui Group Holdings (TGH) and Central Government for the development of the 490ha Ruakura area including the Stage 1 Ruakura Superhub. Delivery of the enabling network infrastructure programme is progressing well.

Key highlights include:

- Construction of the new Ruakura Water Reservoir is complete.
- Work is underway to complete key transport connections including the upgrade of Ruakura Road and new roads to connect to the Waikato Expressway.
- Design and consenting is well advanced to install strategic water and wastewater pipes as well as complete stormwater works in the Mangaonua gully.
- Environmental outcomes and green space are integrated into development - including the planting of over one million native plants and construction of a 10ha wetland into Stage 1 of the Ruakura Superhub.
- Staff are establishing the strategic design and funding application basis for the Eastern Transport Corridor, which is a critical piece of enabling infrastructure required to advance further development. This work is being done noting historic agreements already in place and considering the overall strategic direction of the growth cell. Once this work is complete, Waka Kotahi NZ Transport Agency funding applications can begin.

R2

Ruakura 2 (R2) is an area north of the Ruakura Growth Cell between the Hamilton City Boundary and the Waikato Expressway. It is currently under jurisdiction of Waikato District Council. It has capacity for approximately 2000 - 4000 new homes (subject to density) for up to 5,500 - 10,500 people. It has been identified as a future part of Hamilton City since a strategic agreement on land transfers between Waikato District Council and the Council was established in 2005. Landowners in the area have signalled intent to develop the area.



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Staff will obtain a better understanding of what may be required to plan for future development of the area through the Emerging Areas programme. The area needs strategic infrastructure and land use planning and consideration needs to be given to connecting to Ruakura, for example extending the Eastern Transport Corridor. Developers will need to demonstrate how their proposal meets the out-of-boundary principles, including demonstrating how the proposal meets water and wastewater policy allocation.

RUAKURA EAST

Waikato Tainui have constantly advocated for Ruakura to be the Iwi's top development priority throughout the development of the Hamilton to Auckland Corridor Plan development and Hamilton-Waikato Metropolitan Spatial Plan. As the sub-region picture has evolved, so have Waikato Tainui's development aspirations. Waikato Tainui and TGH have signalled their intent to re-zone land on the other side of the Waikato Expressway from rural-zoned land to industrial-zoned land to realise tribal aspirations and long-term growth of the Ruakura Superhub. This zone change would also enable an opportunity to reconsider land known as the 'Tramway Block'.

On 17 June 2021, TGH briefed the Chair and Deputy Chair of the Strategic Growth Committee, along with infrastructure and planning staff around current master plan thinking, and aspirations. It is a continued expectation that all master planning activities will be carried out in collaboration with Council and integrates with the future planning of infrastructure, including the Ruakura Eastern Transport Corridor and Council's multi-modal aspirations.

ENDERLEY

While Ruakura and Enderley are separate communities, there is a clear relationship between them. Enderley adjoins the Ruakura area, and there are proposed transport links that will connect the southern portion of Enderley with Ruakura via the development of Tramway Road as part of the Eastern Transport Corridor. The role of Enderley into the future as a priority area for infill growth was included in a detailed report for the Strategic Growth Committee meeting in August 2021. From a land use perspective, enabling a change in land use from industrial to residential north of the Ruakura knowledge zone would result in better alignment of complimentary land uses, and would soften the interface between part of Ruakura and areas such as Fairview Downs.

The opportunity to provide for the enhanced redevelopment of Enderley, creates a potentially bigger community of people who could work in the Ruakura Inland Port, and Superhub over the longer term.

INFRASTRUCTURE PROJECTS

- Ruakura Superhub – works are underway to construct new roads and associated waters/utility infrastructure between the Waikato Expressway, the Ruakura inland port development and Ruakura Road (near the University). This is a partnership between Council, TGH and the Central Government (funding from the Provincial Growth Fund). Construction is now under way, with work expected to be complete by mid 2022 in alignment with the anticipated opening of the Waikato Expressway.
- Transport – In addition to new roads in the Superhub area – the urban upgrade of Ruakura Road is currently under construction. Significant traffic management including staged closures of Ruakura Road are required to complete the works, which have been in place since early August 2021.
- Water – The Ruakura Water Reservoir is complete, which will supply fresh drinking water to the Ruakura and Peachgrove areas. Water pipe extensions along the Eastern Transport Corridor alignment are planned for the upcoming 2021/22 construction season.
- Wastewater – The first stage of the strategic Far Eastern Interceptor wastewater pipe has been completed through the Chedworth Properties development in the north – with the next stage planned to be installed by TGH along the eastern transport corridor from late 2021 to service further development.
- Stormwater – erosion control in the Mangaonua Gully downstream of the Ruakura Superhub development is planned – including planting of over 100,000 native plants creation of DOC style access tracks. Design, consenting and land access/procurement agreements are well advanced to enable construction commencement in late 2021.

PARKS AND OPEN SPACES

The future open space network within Ruakura will predominately be guided by the Ruakura Structure Plan within the District Plan. The open space network will consist of:

- The green corridor that runs from the north-west along Pardoia Boulevard and down adjacent to the Spine Road to link to open space along Silverdale Road and the Mangaonua gully in the south.
- Gullies at the northern end (Kirikiriroa Stream headwaters) and southern end (Mangaonua gully) of the structure plan area.
- Neighbourhood reserves.



RISKS

- If there is a lack of programme management, scheduling and interdependency management, it could result in disjointed delivery of related projects, causing poor outcomes for the community.
- If there is insufficient resourcing across the programme combined with several significant growth projects that rely on key resources, it may impact on delivery of some key projects which may affect the wider programme outcomes.

COMMUNICATION AND ENGAGEMENT

An overarching Ruakura Programme Communication and Engagement Strategy is in development. Staff continue to engage with key partners, stakeholders and landowners on key projects happening in Ruakura, like the Ruakura Superhub Stage 1 Transport Corridors project and the Ruakura Road Urban Upgrade.

The Ruakura Road upgrade project is now in full swing, and a robust communication plan was developed to support this major project. It included radio, social media, media stories, targeted emails and letters, VMS boards and information shares with neighbouring councils e.g. Waikato District and Matamata Piako.

RUAKURA



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ROKOKAURI-NORTHWEST PROGRAMME

PROGRAMME VISION

"To ensure Hamiltonians enjoy a connected, vibrant, attractive and prosperous Rotokauri-Northwest community".

The Rotokauri-Northwest programme brings all projects and activity across Rotokauri Stage 1, Rotokauri Stage 2 and Te Rapa North (including Te Awa Lakes) under one umbrella. Rotokauri-Northwest a key location in the Northern Growth corridor of the Hamilton-Waikato Metropolitan Spatial Plan (HW-MSP) and the role of Rotokauri is being investigated as a Future Proof Priority Development Area, supporting transit-orientated development.

A programme approach ensures we can plan and deliver great wellbeing outcomes for a Rotokauri-Northwest neighbourhood that will one day be home for up to 20,000 people.

CONSENTING AND DEVELOPMENT ACTIVITY

Rotokauri-Northwest has a total capacity of up to 7,500 homes for up to 20,000 people.

A total of 214 of new houses have been granted building consents in Rotokauri since 2015, and 182 have been completed (CCC Issued).

There are a total of 766 residential lots still in the pipeline, with subdivision consents lodged but still waiting on a decision, including:

- 394 lots from Rotokauri Development Limited.
- 155 lots from Greenseed Consultants.
- 130 from Everton Heights.
- 83 from Hounsell Holdings.

The latest subdivision consent granted in the growth cell was for 196 lot subdivision by Empire Corporation in November 2020. Earthworks are currently under way for this development.

Refer to the Development Activity Map attached to this report.

KEY ROKOKAURI PROGRAMME ACTIVITY UPDATES

Overall, programme activity across Rotokauri is going well. The programme is being set up for success, and projects such as Rotokauri Arterials Designation and Zoo/Waiwhakareke Shared Entry Precinct are progressing.

Through private plan changes and Council decisions, Rotokauri is zoned for residential and industrial development. There are funding challenges to secure critical strategic infrastructure like the Rotokauri Greenway Corridor which is only partially funded towards the end of the 2021-2031 Long Term Plan (LTP). This causes a strategic issue that does not align with developer expectations, and their development rights.

Work continues with developers to find funding solutions for the construction of the Rotokauri Greenway and Transport Corridor.

Staff have been working with some major developers in the area to prepare an Expression of Interest as part of the Governments Infrastructure Acceleration Fund (IAF) Staff are continuing to work with developers to find solutions, and discussions for a multi-developer PDA opportunity continue.

INFRASTRUCTURE PROJECTS

- **Rotokauri Arterial Designation** is progressing well. Staff held a drop-in session for Elected Members on 2 June 2021, and a second successful community day took place August 3rd. Staff expect to be in a position to present to Council on the designation late 2021, and request approval to formally lodge the designation circa March 2022 pending NZ Transport Agency Business Case approval.
- **Baverstock Road Urban Upgrade** is complete, allowing increased safety and improved connectivity for walking and cycling.
- **Rotokauri Road Urban Upgrade** is also complete between Baverstock Road and Te Wetini Drive. This provides bus services, and safer connections for the community.
- **Rotokauri Greenway Corridor** has some conditions in the designation secured in early 2020, which require two years of monitoring and investigation. This is progressing well. In the 2021-2031 LTP, funding has been approved to develop the specimen design and address remaining consent conditions. The scope of this project is currently in development with programme workstreams across Council.
- **Te Wetini Drive Extension** has a PDA in place and construction is under way.



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The project has been impacted by seasonal weather and high ground water, which has halted works until late October/November 2021 when weather improves.

- Hamilton Zoo/Waiwhakareke Shared Entry Precinct is progressing well. Works have begun on the Waiwhakareke landscaping, and procurement for stage 2 (car parks and Bryer Road urbanisation) is in progress and close to early contractor involvement. Delivery of the Zoo/Waiwhakareke Shared Entry Precinct will contribute to Hamilton's economic capacity, attracting visitors to Hamilton and the Waikato.

ONION ROAD/RUFFELL ROAD SAFETY IMPROVEMENTS

At the 27 April 2021 Infrastructure Operations Committee meeting, the Committee approved Council to enter into an agreement with KiwiRail in relations to the Ruffell Road Level Rail-Crossing.

As at July 2021, plans for constructing the mini roundabout at the Arthur Porter Drive/Te Kowhai Road intersection are in place. Staff are currently waiting on WEL to undertake electrical work, involving the relocation of streetlights columns, to be completed before the mini roundabout can be installed.

Once the WEL works is programmed further, updates will be shared with stakeholders and the community. When the Arthur Porter Drive/Te Kowhai Road intersection mini roundabout is complete, a post-construction safety audit will be completed, and any required changes implemented. Following this, communications advising of the Ruffell Road Level Rail Crossing closure will be sent out. Staff are also actively working with KiwiRail to finalise a Deed of Grant arrangement. As the physical works were not completed in the 2020/21 financial year, the budget allocation for this project will be funded from the 2021/21 Low Cost Low Risk and other programmes.

MINISTRY OF EDUCATION

Ministry of Education are looking to acquire land for three schools in the Rotokauri area, including a high school in the future.

ZOO AND WAIWHAKAREKE NATURAL HERITAGE PARK

Hamilton Zoo/Waiwhakareke Shared Entry Precinct is progressing well. The building is fully enclosed and interior works have begun. Works are in progress on the Waiwhakareke landscaping. Stage 2 (car parks and Brymer

Road urbanisation) design is in progress and close to being completed with Stage 2 physical works due to start in late September. Delivery of the Zoo/Waiwhakareke Shared Entry Precinct will contribute to Hamilton's economic capacity, attracting visitors to Hamilton and the Waikato.

PARKS AND OPEN SPACES

At this stage, the Rotokauri open space network consists of:

- Waiwhakareke Natural Heritage Park.
- Approximately 6ha of open space which will be developed into a future sports park.
- An esplanade reserve adjacent to Lake Rotokauri.

The future open space network within Rotokauri will predominantly be guided by the Rotokauri and Rotokauri North Structure Plans within the District Plan. The plan change for the Rotokauri North Structure Plan is still subject to the RMA process, and not locked in at this stage. There is no funding for Open Space in the 2021-2031 LTP.

ROKOKAURI NORTH PRIVATE PLAN CHANGE - PLAN CHANGE 7

Plan Change 7 with Greenseed Consultants Limited (Greenseed) is progressing well. The plan change relates to approximately 140ha of land in Rotokauri Stage 2. Greenseed are currently in the process of preparing supplementary information, primarily relating to stormwater management, and working with staff on a range of technical matters. The timing of hearings for PC7 is, in part, reliant on the timing of supplementary information being formally lodged with council.

TE RAPA NORTH TE RAPA NORTH DEFERRED INDUSTRIAL - PLAN CHANGE 10

The purpose of Plan Change 10 is to bring more land to market for industrial growth in Hamilton. There is 191ha of land within the deferred zone, and it is this land, or part of it, that is being explored for rezoning through a potential plan change.



An Integrated Transport Management Plan (ICMP) is being prepared for the Te Rapa catchment, which will inform the plan change. Shortlist options for stormwater management are currently being considered in consultation with iwi. The preparation of a Cultural Values Assessment (CVA) to inform the plan change and ICMP is also underway. Staff will bring a Plan Change 10 item to Council through the District Plan Committee in the coming months to provide a detailed update and seek input on key matters.

TE AWA LAKES

Te Awa Lakes is seeking resource consents to enable development within the Te Awa Lakes private plan change area at Horotiu. This area is identified within the Te Awa Lakes Structure Plan Area in the District Plan. The resource consents are to prepare the site for future transport corridors, infrastructure, and open space areas. The development will involve the creation of a lake, to be maintained to a contact recreational and possible swimmable standard, that integrates with the surrounding open space network and stormwater wetlands.

There is a PDA with Te Awa Lakes, which is largely around water allocation relating to when the site was industrially zoned. That PDA will require an update in due course.

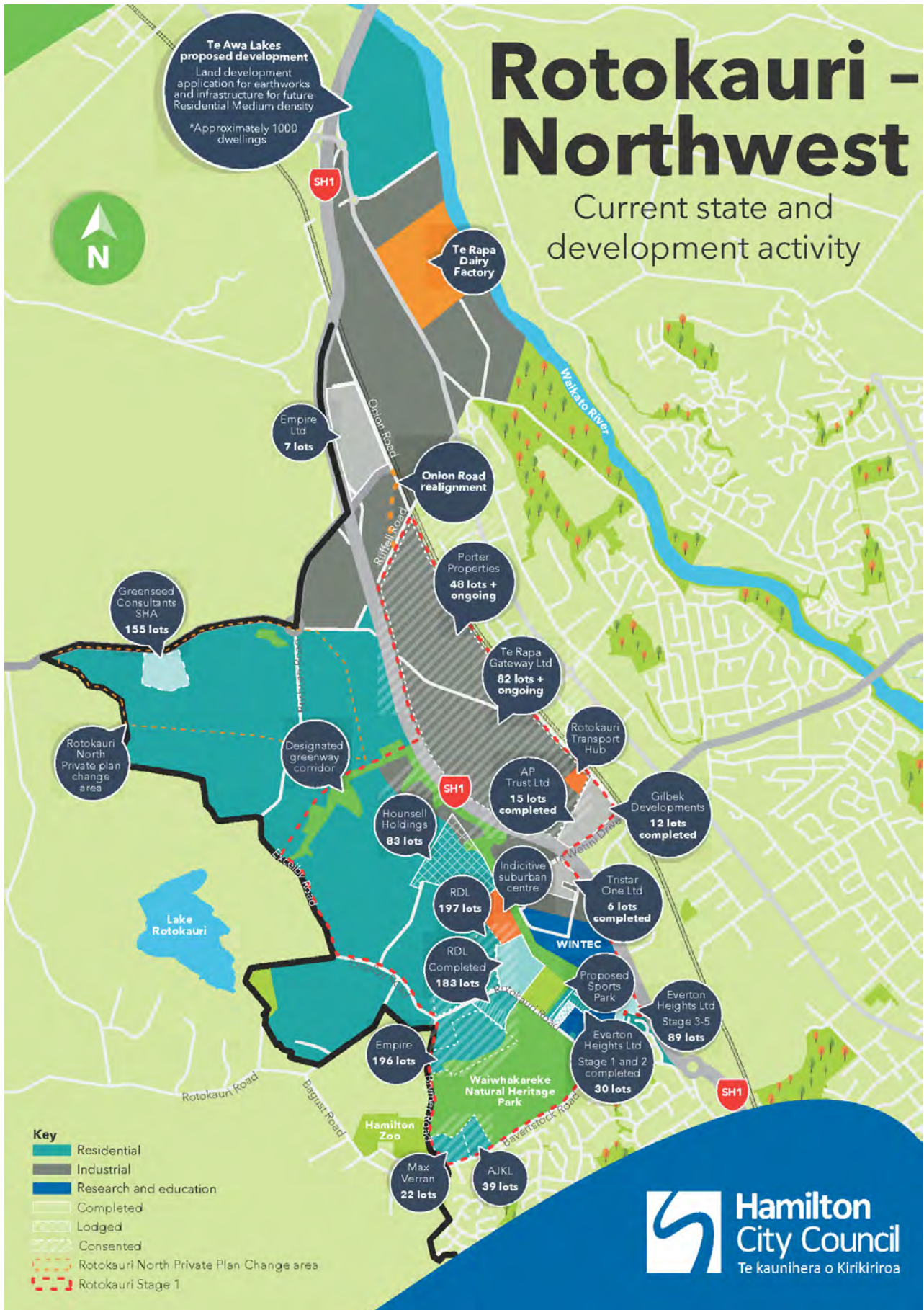
RISKS

- Developers seeking to progress their developments through the resource consenting process prior to the strategic infrastructure being in place, which may result in lost opportunities, efficiencies, and poor well-being outcomes for the future community. Staff actively working with developers and landowners to explore innovative infrastructure finance and funding to unlock development and community outcomes.
- Mudfish require ecological protection which may be a barrier to future growth and housing development in the Rotokauri-Northwest area. Package of work is being planned around a catchment mudfish strategy to inform future development plans and protection of mudfish, balancing the need for more homes and biodiversity.

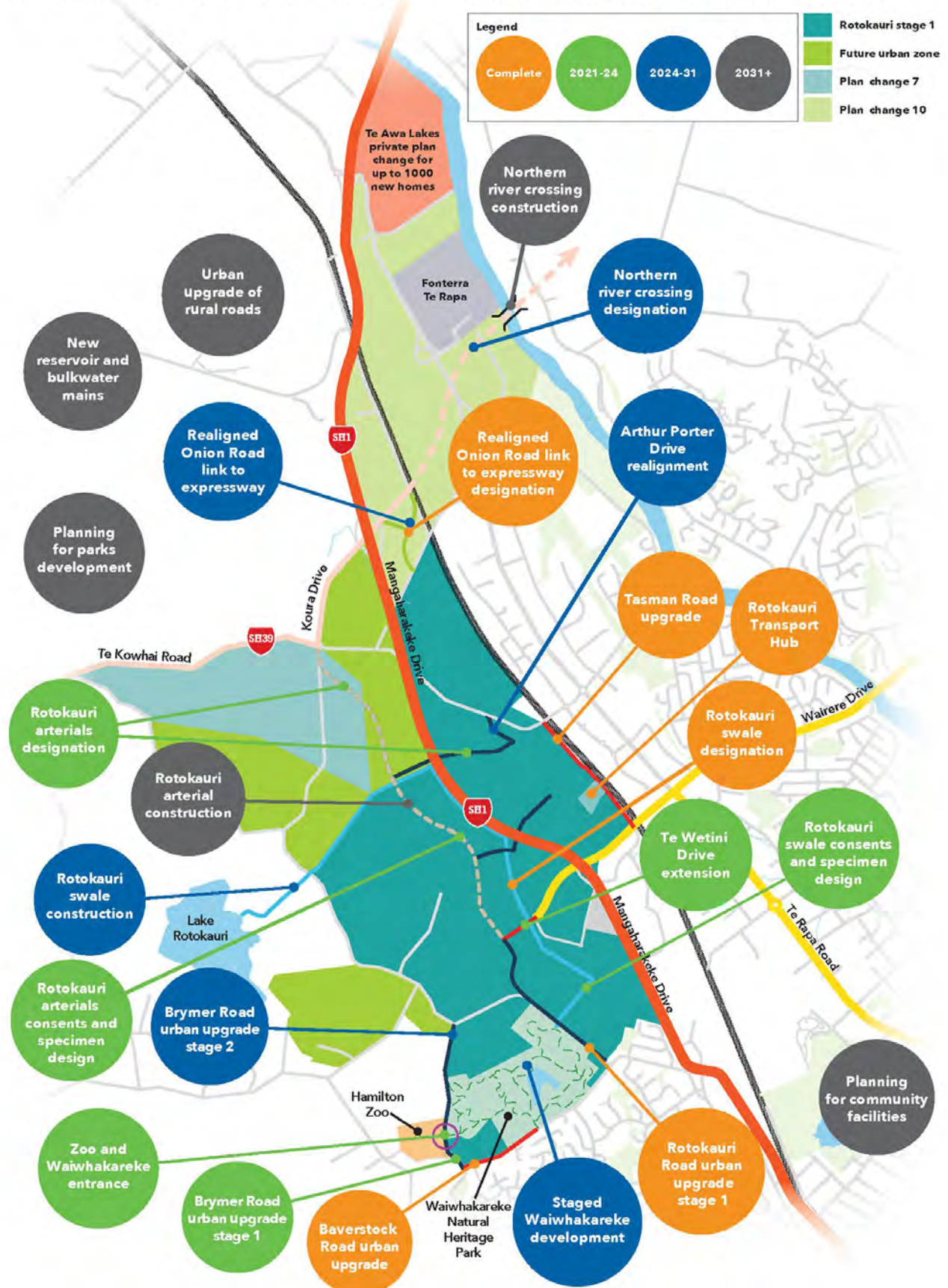
COMMUNICATIONS AND ENGAGEMENT

An overarching Rotokauri-Northwest Programme Communication and Engagement Strategy is in review stages and will frame our storytelling moving forward.

Staff held a drop-in session for the Rotokauri Arterials and Zoo Waiwhakareke Shared Entry Precinct projects on 3 August. Feedback from the session was vastly positive and people were encouraged by Council being out and about in the community. A Your Neighbourhood event is being planned for the Dinsdale area on Saturday September 11 and we will use this as an opportunity to update this community on all projects happening in the west.



ROKOKAURI - NORTHWEST



EMERGING AREAS

About the emerging areas programme:

The emerging areas programme includes unplanned, out of sequence or out of boundary areas that developers or landowners signal for potential development.

Any development outside the city boundaries requires collaboration with our neighbouring councils and alignment to key strategies including Future Proof, the Hamilton-Waikato Metro Spatial Plan and the Hamilton Urban Growth Strategy.

Out-of-Boundary Principles

The principles outline that any out-of-boundary development must enhance the overall wellbeing of current and future Hamiltonians and create quality communities by:

- Delivering:
 - a) Neighbourhoods where key services are close by and easily accessible
 - b) Compact and accessible developments
 - c) Affordable housing choices
 - d) Sustainable and integrated infrastructure solutions
 - d) Significant land value uplift for the benefit of the wider community
 - f) Places to work, or quality connections to places of work
 - g) Places for recreation
- Enhancing Hamilton's economy
- Protecting and recognising cultural heritage
- Responding to climate change
- Growing green areas and biodiversity
- Meeting the costs of all infrastructure
- Not compromising planned investment

EMERGING AREAS

INTRODUCTION

Staff and Elected Members continue to receive proposals and requests for development rights and/or boundary changes for out-of-boundary and unplanned areas. The majority of these areas are not currently within Hamilton's jurisdiction. Relationships with our neighbouring councils are key as boundary changes (through a Local Government Commission process) may be required. The requests are placing pressure on key staff to respond with technical land use and strategic infrastructure advice. The requests are now being managed centrally through the Emerging Areas programme within the Growth Programmes Team and recruitment has continued for a programme manager.

The HUGS review will help direct if and when emerging areas will be included in the Hamilton growth programme and will support direction for infrastructure planning and investigations.

Staff have been distributing the out-of-boundary principles to the developers who will need to demonstrate how their proposal meets the principles in order to be considered as a potential area for future development. A mechanism to capture value early in the development process from emerging areas to reinvest into the community is currently being developed as part of the HUGS Review.

Some of the emerging areas are aligned with existing strategies, such as Future Proof and strategic land agreements, some are new. All of the areas have significant infrastructure challenges and need infrastructure investigations, strategic land use planning, early consideration for how the proposed developments can meet three waters requirements and growth funding mechanisms.

Emerging areas and proposals will always need to be considered in the wider context of what land supply is actually needed to meet projected demand and will need to be sequenced and timed to enable certainty for infrastructure planning, investment and provision.

ACTIVITY SINCE LAST REPORT - 3 AUGUST 2021

- Developers from R2 met with senior staff to commence establishing a high-level pathway forward
- Developers from WA have reached out to seek progression of establishing a high-level pathway forward
- Developers from the Te Kowhai East emerging area presented to senior staff, the Chair and Deputy Chair of Strategic Growth
- Recruitment for the programme manager role continues

WA

Wallace Road (WA) is an area of approximately 28ha adjacent to the boundaries on the western side of the city within Waikato District Council. It has capacity for approximately 400 - 800 new homes (subject to density) for up to 1000 - 2000 people.

It has been identified as a future part of Hamilton City since a strategic agreement on land transfers between Waikato District Council and the Council was established in 2005.

Some of the landowners in WA met with some elected members and senior staff early in 2021 and would like to progress development in the area. Since the last report, an additional landowner has reached out. Work is under way with the landowners to understand potential timing and work required to progress the area, in particular understanding the infrastructure requirements. Developers will need to demonstrate how their proposal meets the out-of-boundary principles including demonstrating how the proposal meets water and wastewater policy allocation. WA will be a good test case to test the principles and will be assessed as part of the HUGS review.



HT1

Horotiu 1 (HT1) is an area of 808ha to the north east of Hamilton. It has capacity for 7,700 homes and a future neighbourhood of more than 20,000 people. It provides roughly the same potential growth capacity as Peacocke.

It fits within the Metro Spatial Plan and is bordered by the Waikato Expressway, providing an opportunity for development supported by frequent public transport.

It requires a boundary change which can be actioned through the existing Strategic Land Agreement with Waikato District Council. A district plan variation, zoning and structure plan is also needed.

Opening Horotiu means a new northern bridge over the Waikato River, its own wastewater and water solutions and a transport/public transport mode shift. These will all need designations and an ICMP needs to be developed.

The area has strategic infrastructure challenges. No strategic infrastructure investigations have taken place. Developers will need to demonstrate how their proposal meets the out-of-boundary principles, including demonstrating how the proposal meets water and wastewater policy allocation.

R2

Ruakura 2 (R2) is an area of approximately 200ha north of the Ruakura Growth Cell between the Hamilton City Boundary and the Waikato Expressway. R2 is currently under jurisdiction of Waikato District Council. It has capacity for approximately 2000 - 4000 new homes (subject to density) for up to 5,500 - 10,500 people.

It has been identified as a future part of Hamilton City since a strategic agreement on land transfers between Waikato District Council and the Council was established in 2005.

Major landowners in the area are motivated to develop the area and have recently met with staff in June 2021. Staff are meeting with landowners in the coming months to obtain a better understanding of what may be required to plan for development of the area in the future. The area needs strategic infrastructure and land use planning and consideration needs to be given to connecting to Ruakura. The Future Proof Partnership is currently considering whether the Ruakura East proposal should be included in the Future Proof strategy. Developers will need to demonstrate how their proposal meets the out-of-boundary principles, including demonstrating how the proposal meets water and wastewater policy allocation.

R3

Ruakura 3 (R3) is an undefined area on the east of Ruakura outside the city boundaries. At least one major landowner in the area has signalled the intent to progress development in the future. The area is within Waikato District Councils boundary. There are currently no boundary or strategic land agreements in place for this area. No strategic infrastructure investigations or land use planning reviews have taken place. Developers will need to demonstrate how their proposal meets the out-of-boundary principles, including demonstrating how the proposal meets water and wastewater policy allocation.

RUAKURA EAST

Ruakura East is an area within Waikato District Council that Tainui Group Holdings are seeking to change to industrial zoning to support more residential homes within the Ruakura development. There is no strategic land agreement in place however the current agreement with Waikato District Council promotes a mechanism for additional land access to be included. Land use planning considerations have commenced and strategic infrastructure investigations are required. An MOU is currently being drafted between HCC and TGH to support the process for working through the requirements and associated land use change processes. The Future Proof Partnership is currently considering whether the Ruakura East proposal should be included in the Future Proof strategy. Developers will need to demonstrate how their proposal meets the out-of-boundary principles, including demonstrating how the proposal meets water and wastewater policy allocation.

SL1

The wider Southern Links future city expansion area is located between the southwest Hamilton City Boundary, the Southern Links Network and the Waikato River.

A proposal has been received for approximately 500ha in SL1 which has capacity for approximately 6,000 - 12,000 new homes for 16,000 - 32,000 people. A portion of the proposed area (on the city side of the Southern Links designation) has been signalled for some time as a long-term future growth area, however there are ongoing discussions with additional landowners as to whether additional areas adjacent to the designation should also be considered as future growth areas. These will be looked and an evaluation through the Future Proof Strategy update and HUGs processes.



This area has been identified within the Hamilton-Waikato Metro Spatial plan as a long-term future urban land resource. A Strategic Land Agreement with Waipa District Council is required for this area if it is to be brought into Hamilton City boundaries.

Development of a strategic land agreement is under way with Waipa District Council to outline the process for amending territorial boundaries which is designed to be sufficiently flexible to enable the transfer of sub regional areas into the city at a time determined by mutual agreement. Zoning and a structure plan will focus on how it integrates with surrounding areas.

Landowners in the area have met with senior staff in June 2021 to indicate that they are seeking to develop the area and a report was taken to the 3 August 2021 Strategic Growth Committee. The area has strategic infrastructure challenges. No strategic infrastructure investigations and land use planning changes have taken place.

Developers will need to demonstrate how their proposal meets the out-of-boundary principles, including demonstrating how the proposal meets water and wastewater policy allocation.

TE KOWHAI EAST

Te Kowhai East is an area to the north of Rotokauri North adjacent to Hamilton City Boundaries within Waikato District Council. Te Kowhai East is not currently included for development in the Future Proof Strategy.

Landowners and developers have recently signalled that they intend to progress development in this area for up to 4,000 new homes. Some Elected Members and senior staff will meet with the developers to further understand the proposal in August 2021.

The area has some strategic infrastructure challenges. No strategic infrastructure investigations and land use planning changes have taken place. Developers will need to demonstrate how their proposal meets the out-of-boundary principles, including demonstrating how the proposal meets water and wastewater policy allocation.

RISKS

There is a risk that emerging area land outside the boundary may be zoned through a private plan change without the infrastructure funding plans (or strategies) being in place, leading to suboptimal outcomes for the future communities. This can be mitigated by Council ensuring that infrastructure funding plans are in place at the time of making zoning decisions.

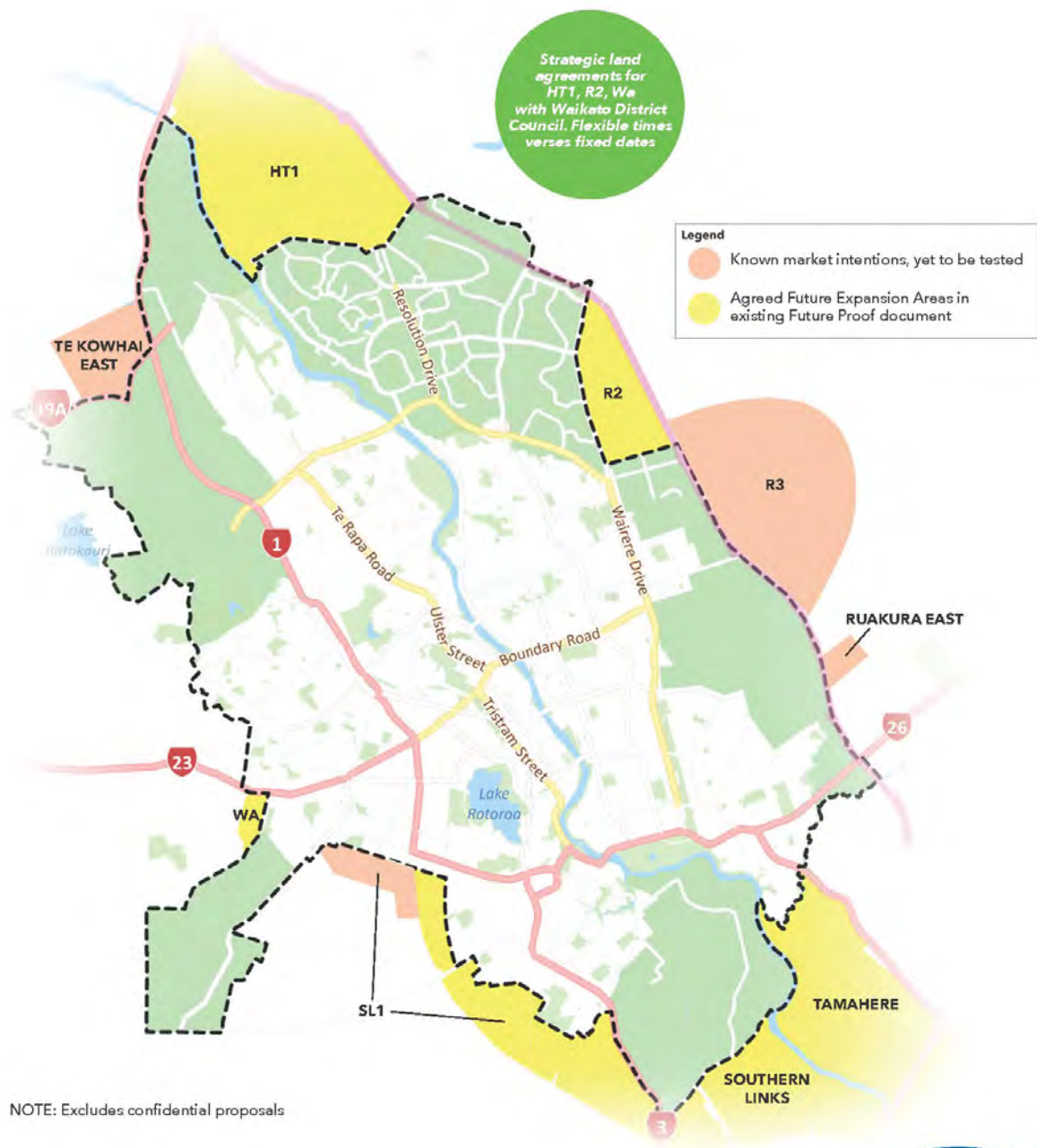
There is a risk that developers may proceed through a private plan change process without Hamilton City Council involvement, which may also lead to suboptimal outcomes for future communities or missed opportunities, such as securing land for amenity. This can be mitigated through the out-of-boundary principles, emerging areas programme approach, central point of contact, clear reporting and technical strategy and analysis and investigations to support decision making.

There is a risk that existing infrastructure and critical resources such as water, may exceed capacity as a result of developments seeking to 'plug and play' into existing infrastructure. This can be mitigated by taking a wider whole of city and sub-regional approach to each proposal, where required and through the Hamilton Urban Growth Strategy review currently under way.

There is a risk that Council may not have sufficient resource capacity to respond to emerging area requests, particularly for transport and waters infrastructure advice, which may result delays, missed opportunities and/or staff burnout. This can be mitigated through the developers meeting the costs required for Council staff to engage with them.

There is an opportunity to 'capture value' from the proposed development areas and to use that value to reinvest in the amenity and infrastructure needed to support the delivery of a new community.

EMERGING AREAS



Council Report

Committee: Strategic Growth Committee

Date: 07 September 2021

Author: Jackie Colliar

Authoriser: Blair Bowcott

Position: Strategic Manager -
Infrastructure City
Development

Position: General Manager Growth

Report Name: Hamilton-Waikato Metro Wastewater Detailed Business Case Update

Report Status	<i>Open</i>
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Purpose - *Take*

1. To update the Strategic Growth Committee on progress on the Hamilton-Waikato Metro Wastewater (WW) Detailed Business Case (DBC) Project.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Strategic Growth Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. The preferred Hamilton-Waikato Metro Wastewater (WW) servicing solution (Five Plant Option) has been further developed and refined since May 2021. The option refinement has had particular focus on the proposed new Southern wastewater treatment plant (WWTP) and will be used to inform the Southern Metro WW DBC.
4. On 30th June 2021, the Project Governance Group (made up of elected representatives from the partner organisations) endorsed the key items and levels of commitment for inclusion in the MOU. The Project Governance Group approved to use these positions to complete the Southern Metro WW DBC and to draft the MOU.
5. The Project Governance Group will consider the Southern Metro WW DBC document and draft MOU as a collective on 17th September 2021. Feedback and endorsement of these documents will be sought.
6. The Southern Metro WW DBC and proposed MOU will then be provided to the Strategic Growth Committee alongside the respective partner committees for feedback, endorsement, and approval.
7. The Northern Metro WW DBC project has been initiated. Completion of the Northern WW DBC is scheduled for June 2022.
8. The Metro WW DBC and Sub-Regional 3-Waters study are being co-funded by Waipa District, Waikato District and Hamilton City Council. Given delays in project delivery, \$1.15 million of HCC funding allocated to the Metro WW DBC (\$400,000 of \$1.45 million) and Sub-Regional 3 waters Study (\$750,000) from the 3 Waters Stimulus package is proposed to be re-allocated to

the Eastern Bulk Water Supply Resilience Project. The proposed re-allocation is to maximise use of Stimulus funding, which must be spent by 30 March 2022.

9. Alternative funding will be required to complete both the Metro WW DBCs and the Sub-Regional 3 Waters projects. Approval of the \$400,000 needed to complete the Metro WW DBC will be sought through the financial forecast and reported to the next Finance Committee Meeting. The \$750,000 needed to complete the Sub-Regional 3 Waters project will be sought through 2022/23 Annual Plan process.
10. Staff consider the decisions in this report have low significance and the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

11. This is the sixth project update report to the Strategic Growth Committee. This report covers the period of August 2021. Previous reports to the Strategic Growth Committee were provided at the 1 October 2020, 12 November 2020, 30 March 2021, 20 May 2021 and 29 July 2021 meetings.
12. In March 2021, the Strategic Growth Committee noted Option 4A (Five Plant Option) as the preferred staff-recommended wastewater servicing option to take forward for refinement, and to inform completion of the Southern Metro WW DBC.
13. On 16th April 2021 the Project Governance Group confirmed Option 4A (Five Plant Option) as the preferred wastewater servicing option for refinement and completion of the Southern Metro WW DBC. In addition to confirming the preferred option for the Southern Metro area, the Governance Group agreed to the development of a MOU (or other similar mechanism) to secure commitments to implement the preferred option from the DBC.
14. Key project updates provided at the 29 July 2021 Strategic Growth Committee meeting related to:
 - i. activities since May 2021 including preferred Southern Metro option refinement, sensitivity assessments, stakeholder engagement.
 - ii. updates on the March 2021 Committee meeting actions including submissions to Waipa and Waikato DC 2021-2031 Long Term Plans.
 - iii. the outcomes of the 30 June 2021 Project Governance Group meeting including approval of the key items and principles to be used to prepare the MOU and to be used to complete the Southern Metro WW DBC.
 - iv. initiation tasks for the Northern Metro WW DBC.
 - v. project delays and the proposal to re-purpose 3-waters stimulus funding allocated to the Metro WW DBC and Sub-Regional 3 Waters Study (i.e., \$400,000 for the Metro WW DBCs and \$750,000 for the Sub-Regional 3 Waters Study) to the Eastern Bulk Water Supply Resilience Project to maximise use of the stimulus funding which must be spent by 30 March 2022.
 - vi. approvals being sought from Infrastructure Operations Committee and the Finance Committee to re-allocate the stimulus funding and to secure funding the \$1,150,000 of funding needed to complete the Metro WW DBC and Sub-Regional 3 Waters Study beyond 20 March 2022.
15. Council's representative on the Project Governance Group is Mayor Paula Southgate; the alternate member is Councillor Dave Macpherson.

Discussion - *Matapaki*

Project Update & Next Steps

16. As noted in the previous reports, the overall project is behind programme with the Project Governance Group meeting planned for December 2020 to consider the recommended preferred option to take forward deferred to April 2021.
17. The original completion date for the Southern Metro WW DBC was late May 2021. The forecast completion date is now November 2021. The Project Governance Group will consider the Southern Metro WW DBC document and draft MOU for feedback and (if appropriate) endorsement as a collective on 17th September 2021.
18. The Southern Metro WW DBC and proposed MOU will then be provided to the Strategic Growth Committee alongside the respective partner committees for feedback, endorsement, and approval.
19. Several project implementation activities are occurring in parallel with completing the Southern Metro WW DBC. These include:
 - i. Engagement with external stakeholders in relation to the new Southern WWTP
 - ii. Development of the draft Terms of reference for the Project Governance Group established to implement the outcomes from the Southern Metro WW DBC
 - iii. Further development of Metro wide wastewater consenting strategies to support implementation of the Southern Metro WW DBC recommendations and to feed into the Northern Metro WW DBC.
20. Initiating the Southern WWTP project shortly following the approval of the DBC and signing of the MOU is proposed to commence implementation of the DBC recommendations.
21. The Northern Metro WW DBC project has commenced and is programmed for completion by June 2022. The Northern Metro WW DBC will build on the Southern Metro WW DBC work. BECA consultants and PWC have been engaged to complete the project alongside the partner teams. Peter Winder has been retained as the Project Director to deliver of the Northern Metro WW DBC.
22. The Project Governance and Control Group structure will be retained to oversee delivery of the Northern Metro WW DBC.
23. The Northern Metro WW DBC project will have a significant technical engineering focus with key decisions on the preferred option for the Northern Metro area required before December 2021 (i.e., the option for all flow for the Northern Metro area to be conveyed to an upgraded and expanded Pukete WWTP, or the option to retain and upgrade both the Ngaruawahia and Pukete WWTP).
24. The work completed for the Northern Metro WW DBC will support future master planning for the Pukete WWTP site and the Pukete WW discharge consent renewal project.

Financial Considerations - *Whaiwhakaaro Puutea*

25. Implementing the Southern Metro WW DBC recommendations is likely to have significant financial implications for the 2021–31 LTPs. HCC has included a funding provision of \$9.3M (inflated) to secure a site and consents for a new WWTP in years 1 – 3 of the 2021 – 31 LTP.
26. As noted in the 29 July 2021 Committee meeting, Waikato DC has not allowed for any costs associated with the Southern WWTP in its LTP but has noted an unbudgeted provisional sum of

- \$4 million towards upfront investment in land acquisition, designation, and consenting processes to signal a commitment to delivering sub-regional solutions.
27. Waipa DC have not included or noted any funded or unfunded provision to contribute toward the new Southern WWTP in their 2021 – 2031 LTP.
 28. Further funding from HCC may be required to construct the Southern WWTP and realise the servicing benefits that it will provide to Hamilton City and the wider Metro area.
 29. As noted in the 29 July 2021 Committee report, the Southern and Northern Metro WW DBC projects are being co-funded by Hamilton City Council, Waipa District Council and Waikato District Council using 3 Waters Stimulus funding. HCC funding contribution is \$1.45 million. Delivery of the projects has been delayed resulting in a projected HCC contribution spend of \$1.05 million by end of March 2022. The stimulus funding agreements requires allocated budgets to be spent by end of March 2022. If the funding is not spent by this date, it will be lost. To maximise use of the stimulus funding, approval is being sought from the Infrastructure Operations Committee and DIA to reallocate approximately \$400,000 to the contingency project – Eastern Bulk Water Supply Resilience Project.
 30. The Eastern Bulk Water Supply Resilience Project is an existing stimulus funding contingency project that was also funded in the 2021 – 2031 LTP given the uncertainty of funding availability with the stimulus programme. This approach is necessary to ensure that all of the \$17.46 million 3 Waters Stimulus funding is spent while enabling an essential sub-regional project to be completed beyond the 31 March 2022 cut-off date for the stimulus funded projects.
 31. A similar approach will also be required for the Sub-Regional 3 Waters Project. Approval to reallocate the \$750,000 HCC contribution to this project to the Eastern Bulk Water Supply Resilience Project will also be sought from the Infrastructure Operations Committee and DIA in order to spend the available Stimulus Funding.
 32. Alternative funding will be required to complete both the Metro WW DBCs and the Sub-Regional 3 Waters projects. The Metro WW DBC projects need to be completed this financial year, as a result staff will request additional funding of \$400,000 through the financial forecast. This will be reported to the next Finance Committee meeting.
 33. In respect to completing the Sub-Regional 3 Waters project, HCC funding for this work is not required until Year 2 of the Long-Term Plan and as such staff will make the request for the additional funding through the 2022/23 Annual Plan.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

34. Staff confirm that this project and the matters in this report complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

35. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
36. The Metro WW DBC(s) will adopt the Treasury Better Business Case Programme Business Case model. The 4 wellbeing's are core considerations in delivering the business case in addition to Te Ture Whaimana o te Awa Waikato – The Vision and Strategy for the Waikato River and relevant Iwi Management Plans.

Risks - *Tuuraru*

37. There are no known risks associated with the decisions sought in this report. However, there are a series of significant risks associated with the successful delivery of the overall project. A project risk register and mitigation strategy has been prepared for the project. The significant risks relate to:
- a) lack of alignment across partner organisations leading to conflicting aspirations, inconsistent messaging, partner disagreement at key decision points; and
 - b) funding and affordability challenges.
 - c) timing constraints arising for Cambridge Wastewater short-term consent conditions.
38. Detailed implementation risk management plans will be developed as part of completing the DBC.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

39. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report has/have a low level of significance.

Engagement

40. Given the low level of significance determined, the engagement level is low. No engagement is required.
41. This project is a partnership delivered through collaboration of the project partners: HCC, Waikato DC, Waipa DC, Waikato-Tainui and mana whenua.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Strategic Growth Committee Public Excluded Minutes of 29 July 2021) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Update on the Future Proof Strategy)	
C3. Te Awa Lakes Private Developer Agreement		
C4. Peacocke Update Contract Awards		

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out negotiations	Section 7 (2) (i)
	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C3.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii)
	to enable Council to carry out negotiations	Section 7 (2) (i)