

17 August 2018

Hamish McNeilly
Reporter

E-Mail: hamish.mcneilly@stuff.co.nz

Dear Hamish

Local Government Official Information and Meetings Act Request – Dunedin Waterfront Project Application

I refer to your request of 23 July requesting 'the release of all documents the Dunedin Waterfront Project application' and my email of 2 August seeking clarification on your request.

Please find attached a copy of the Council's application regarding the Dunedin Waterfront Project. Information has been withheld because the Council is still in the process of bidding for funding from the Provincial Growth Fund. The application for feasibility funding will form the basis of the Council's bid for capital funding. Therefore, pursuant to section 7(2)(b)(ii) would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information has been withheld.

As some information has been withheld you are advised that you have the right of appeal to the Office of the Ombudsman.

Yours faithfully



Jennifer Lapham
Governance Support Officer

PROVINCIAL GROWTH FUND

APPLICATION FOR FEASIBILITY FUNDING FOR DUNEDIN WATERFRONT VISION



Submitted by Dunedin City Council
on behalf of Dunedin Waterfront Vision partners

Application for Funding (up to \$1m)

This application form will help the officials administering the Fund to make a decision on your proposal, so please provide as much detail as you are able to, as appropriate to the size and complexity of your proposal. If information required in this form is missing, officials will contact you to ask for that, which will add time to your application process.

Proposal Name	Feasibility assessment for Dunedin Waterfront Project
Applicants and contact details	<p>Applicants are the Dunedin Waterfront Partners:</p> <p><u>Project Partners</u></p> <ul style="list-style-type: none"> • Dunedin City Council • Otago Regional Council • Port Otago Limited • Ngai Tahu • New Zealand Transport Agency (NZTA) • University of Otago • Architecture van Brandenburg • Ian Taylor (Animation Research Limited) <p><u>Lead agency</u> is: Dunedin City Council</p> <p><u>Project Sponsor</u>: Sue Bidrose – CEO, Dunedin City Council: Sue.bidrose@dcc.govt.nz 021 378 790</p> <p><u>Project lead</u>: Nicola Pinfold, Group Manager Community and Planning, Dunedin City Council Nicola.pinfold@dcc.govt.nz 027 543 4568</p>
Summary of project	<ul style="list-style-type: none"> • <i>The proposal for which funding is sought</i> <p>Funding is sought for a feasibility assessment and development of a business case for the vision for Dunedin's Waterfront, together with a project management resource for the various streams of work. The feasibility assessment will inform the business case for the proposed development of the waterfront and includes engineering, environmental and commercial feasibility.</p> <ul style="list-style-type: none"> • <i>The amount of funding being sought</i> <p>Up to \$820,000 is sought over the 2017/18 and 2018/19 financial years. The proposed feasibility assessment will be procured in accordance with Dunedin City Council's procurement policy and hence the actual cost is dependent upon the quotes received.</p> <ul style="list-style-type: none"> • <i>Details of all contributors to the proposal and engaged stakeholders</i> <p>The contributors to the proposal and engaged stakeholders are as listed below:</p> <ul style="list-style-type: none"> • Dunedin City Council • Otago Regional Council

	<ul style="list-style-type: none"> • Port Otago Limited • Ngai Tahu • New Zealand Transport Agency (NZTA) • University of Otago • Architecture van Brandenburg • Ian Taylor (Animation Research Limited) <p>Support has been forthcoming from other Councils and Mayors in the Otago Region, as well as agencies including the Otago Chamber of Commerce.</p> <p>In addition, the bridge element of the vision has been consulted on as part of the Dunedin City Council 10 Year Plan. Of the 1446 feedback forms received, relating to the bridge, 82% of respondents supported the development of a bridge connecting the city and waterfront (either the \$20 M version or a cheaper \$10M version).</p> <p>In addition there were 173 specific comments received regarding the waterfront vision (which was not in itself a consultation topic). Submissions generally supported the vision commenting on the opportunities for economic, tourism and recreational growth.</p> <p>The Dunedin City Council resolved unanimously at the 10 Year Plan Deliberations on 14 May to include funding of \$20M in the 10 Year Plan.</p> <ul style="list-style-type: none"> • <i>What the proposal is seeking to achieve</i> <p>The proposal is seeking to confirm the feasibility and cost of the Dunedin Waterfront vision. Once developed, the feasibility assessment will inform the development of a business case and investment decision to progress the project. The proposal both supports the Provincial Growth Fund objective of lifting productivity potential in the region as well as the vision of the Dunedin City Council of creating "one of the world's great small cities". The results of the proposed feasibility assessment will inform a broader proposal to the Provincial Growth Fund for the redevelopment of the waterfront area. This in turn contributes to many Council and City strategies including: the economic development strategy social wellbeing, environment, integrated transport, parks and recreation and arts and culture strategies.</p> <ul style="list-style-type: none"> • <i>A summary of other sections of the business case</i> <p>Non-applicable. The study will provide preliminary information which will inform the development of a business case to test the strategic, economic, commercial, financial and management case for the project. The feasibility assessment is intended to inform the "think" phase of the investment lifecycle.</p> <p>Overview of Dunedin Waterfront Project</p> <p>A vision for revitalisation and future proofing of Dunedin's waterfront was launched in November 2017. The vision, created by Architecture van Brandenburg, a Dunedin based company with an established track record of delivering internationally, includes:</p> <ul style="list-style-type: none"> • A pedestrian and cycle bridge reconnecting the waterfront with the central city. The spanning bridge will
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	<p>be flanked with leaf like 'solar petals' either side of the bridge crossing. This will celebrate the connection from the city to the harbour and promote environmentally conscious aspects of the built environment.</p> <ul style="list-style-type: none"> • Waterfront walkway and public space connecting with a round the harbour walkway and cycleway. • A ferry terminal (to accommodate cruise ship tenders and water taxis servicing the Otago Peninsula) • An open air public swimming pool • A marine science and environmental centre, (and potentially a public aquarium) • An eco-tourism centre promoting the unique wildlife and attractions of Otago Peninsula • An office building (on the site of an existing office building and designed to provide additional floorspace and public access around the waterfront) attractive to the wider business ecosystem. • A mixed use commercial and residential development on the south side of the basin, including restaurants. • A 5-star hotel of 4- 5 storeys built in two wings surrounding a harbour pool. • A cultural centre or conference centre designed as 3 landmark forms which make abstract reference to the Otago cockle.
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Costs and Benefits of the Project

What is total cost of the project	The total cost of the feasibility work is estimated at \$820k. The expected level of investment of the Dunedin Waterfront Project will be determined by a future business case but may range from █████M to █████M depending on the scope and nature of the preferred option.	
What is your (the applicant's) financial contribution?	The applicant has contributed the following to date: \$90,000 Modelling \$20,000 Video animations \$15,000 Exhibition space (Toitu foregone revenue) \$14,000 Planning due diligence / governance advice.	
	Government funding of \$820,000 is sought towards the feasibility study.	
Breakdown of other funders <i>Specify contributor and contribution (including central government, regional, private trust etc)</i>	<i>Contributor</i>	<i>Amount (\$)</i>
	Dunedin City Council <ul style="list-style-type: none">In addition to the funding already contributed (summarised above), Dunedin City Council will fund The following elements:Planning advice and consenting \$90,000Legal fees relating to establishing governance structures \$60,000	\$140,000 (to date as above) ████████████████████ ████████████████████ plus staff time

	<p>The City Council will also fund the business case for the bridge.</p> <p>No allowance is included for staff time.</p>	\$230,000 for the business case for the bridge
	<p>Architecture Van Brandenburg Ltd</p> <ul style="list-style-type: none"> Architecture Van Brandenburg will undertake further refinement of designs and modelling as master planning proceeds. The value of this work (including [REDACTED] for pro bono work undertaken over the past 8 months) is estimated at [REDACTED]. 	[REDACTED] (in kind)
	<p>Animation Research Limited</p> <ul style="list-style-type: none"> ARL has produced video animations and managed the PR for the project. DCC has paid [REDACTED] towards the costs of the video animations, with the remainder being contributed pro bono by ARL. In addition, ARL has managed the PR for the project. The estimated value of their contribution to date, (minus the [REDACTED] paid) is [REDACTED]. Over coming months it is anticipated that the PR requirement will be greater with some further animations and production of a virtual reality programme to be used for community engagement and to market the project to potential investors. 	[REDACTED] (in kind)
	<p>Other partners</p> <ul style="list-style-type: none"> No allowance is included for staff time contributed by other partners. e.g. Port Otago CEO in assessing quotations and interviewing consultants for feasibility work as part of the assessment panel. 	
<p>Benefits of the project <i>Identify and, if possible, quantify the economic benefits from the project. In particular, highlight public benefits (i.e. benefits other than increase profitability of the applicant)</i></p>	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <ul style="list-style-type: none"> [REDACTED] <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	

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Contribution to the Fund's Objectives/Additionality

<p>What are the key objectives of the proposal? <i>Include information about how the proposal will meet these objectives</i></p>	<p>The key objective of the feasibility study is to:</p> <p>Objective 1: Inform further decision making and investment on the waterfront development.</p> <p>The broader objectives of the waterfront development are as follows:</p> <p>Objective 2(i): Improve links between the centre city and waterfront</p> <p>Objective 2(ii): Improve connections for recreational and commuter cyclists and the city</p> <p>Objective 2(iii): Enable transformation of the waterfront area and steamer basin through the attraction of private and public-sector investment in commercial, cultural and assets</p>
<p>What is the existing situation? <i>In relation to each of the objectives</i></p>	<p>Objective 1: Existing situation: Technical, engineering, planning and commercial analysis and advice is required to further develop the waterfront proposal. While some information is held by Council, further analysis is required to better understand the constraints of the site, potential engineering options and solutions, planning requirements, commercial and development options.</p> <p>Objective 2(i): Existing situation The waterfront and steamer basin are difficult to access from the city centre or nearby warehouse precinct, (which in recent years has seen revitalisation and increased tenancy by growing tech businesses and start-ups). Transport constraints include.....</p> <p>Objective 2(ii): Existing situation Directly connecting the central city and the harbour and improving the amenity around the Steamer Basin has been a focus for Dunedin residents for more than a decade. At present the waterfront area is challenging in terms of pedestrian and cyclist access</p> <p>Objective 2(iii): Existing situation The waterfront area is characterised by aged warehousing and some commercial activity. The area generally lacks the kind of amenity for residents, visitors and businesses which exist in other New Zealand and international cities. This has generally resulted under-investment and lost development opportunities.</p>
<p>What is the business need of the project? <i>The gap between the current and future state</i></p>	<p>Business Need 1/ Objective 1: A feasibility study to inform greater certainty and analysis to inform future project and investment decisions.</p> <p>To be determined by the feasibility study and future business case:</p>

	<div></div> <div><ul style="list-style-type: none">■ <div></div>■ <div></div></div> <div>Mitigating or adapting to climate change effects<ul style="list-style-type: none">• The waterfront development will provide an exemplar of climate change adaption. The development will be built to accommodate predicated sea level rise to 2090 with harbour edge spaces designed in a stepped design to accommodate fluctuating sea levels and tides.• The spanning bridge will be flanked with leaf-like fronds or petals which are clad with PVC solar panels. The petals will respond to the sun, rotating and tracking the sun's path throughout the day to generate the maximum amount of solar energy, that can be harnessed to light the bridge and power the venue spaces below the abutment.• The wider project will contribute to lower emissions through passive solar design including capturing solar energy through PVC petals on the cultural centre.</div> <div>The bridge will provide a vital link in the city's cycle network, enabling sustainable transport across the city.</div> <div>Benefits to the community (including different groups in the community)<ul style="list-style-type: none">• The vision will enable Dunedin residents to enjoy the harbour environment through waterside walkways and new public areas around the waterfront.• The community will also have easy access to the harbour for recreation through pontoons and steps. This is a matter raised as a priority by the community since 2002.• The bridge and the public areas will be fully accessible so will benefit families with young children in pushchairs, and the mobility impaired members of the community.</div>
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<p>Does your proposal support any other proposals, including any that have recently been funded, are being considered for funding, or may soon apply for funding?</p> <p><i>Explain the relationship between this and other proposals</i></p>	<p>The Dunedin Waterfront Vision forms part of the wider vision for Dunedin: <i>'one of the world's great small cities'</i>. This proposal also complements the following proposal which are being considered for the provincial growth fund:</p> <ul style="list-style-type: none"> <p>■ [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Centre of Digital Excellence (CODE)</p> <p>The government has signalled its intention to establish CODE in Dunedin. The centre will build on existing gaming and digital businesses and academic centres. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
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Regional Connections

<p>What regions are covered by your proposal?</p> <p><i>Identify what region/s the proposal will benefit and how it will do this</i></p>	<p>The waterfront proposal will primarily benefit the Otago region through the creation of a destination that attracts visitors, investors and businesses. The Otago Councils, Mayors and Chief Executives are currently considering opportunities for greater regional economic development cooperation. While in development the waterfront proposal will likely contribute to a range of potential themes including:</p> <ul style="list-style-type: none"> • Smart cities, smart district smart regions • Attraction of people capability and knowledge • Improved connectivity
<p>What local support does your proposal have?</p> <p><i>Have you discussed your proposal with local stakeholders (e.g. council, iwi/Māori groups, regional governance groups)?</i></p> <p><i>Did they support it? If not, why not?</i></p>	<p>In addition to the listed partners, this proposal has the support of other territorial authorities across the region.</p> <p>Chief Executives across the region have offered general support. Letters from the Mayors confirming their Council's support are attached.</p> <p>The matter is also on the agenda for discussion at the Otago Mayoral Forum on 25 May 2018. The Otago Mayoral forum includes the Otago Regional Council, Central Otago, Clutha, Queenstown Lakes and Waitaki District Councils.</p> <p>The economic development stakeholders who make up the Grow Dunedin Partnership, including the Otago Chamber of Commerce, Otago Southland Employers Association (OSEA), Otago University and Otago Polytechnic have confirmed their support. A letter from the Otago Chamber of Commerce expressing their strong support for the vision is attached.</p> <p>Ngai Tahu are partners to the MOU and leaders of the local</p>

	runanga, Te Runanga o Otakou and Kati Huirapa ki Puketeraki are involved in the key stakeholder group.
Are you using local governance processes? <i>i.e. existing local, regional and/or iwi/Māori governance processes</i>	<p>A draft Memorandum of Understanding between the key stakeholders confirming their commitment to the Dunedin waterfront vision has been developed. A copy is attached.</p> <p>This draft incorporates feedback from Port Otago Limited, University of Otago, Architecture Van Brandenburg and Animation Research Limited. Feedback from Otago Regional Council and Ngai Tahu is still to come.</p> <p>The partners in the project have agreed in principle to establish a special purpose delivery agency to deliver the project post feasibility. This will be overseen by a governance group of comprising the key stakeholders.</p> <p>A proposed structure for this special purpose delivery agency body is being developed by Council's legal advisers Anderson Lloyd Lawyers for consideration by the key stakeholder group.</p> <p>Dunedin City Council is happy to partner with government in setting up the governance body in the event that there is a government funding contribution, and to discuss government representation, if desired.</p>

Governance and Management

What are the key milestones and outputs for the project?	<ul style="list-style-type: none"> Brief for feasibility study completed April 2018 Consultant appointed 28 May 2018 Feasibility study completed August 2018 Decision making August 2018 Future business case and application to PGF Sept 2018
	<p>The project will be managed by Dunedin City Council as lead partner with support from a specialist project management consultancy.</p> <p>The CEO is the project sponsor and senior responsible owner. The project will be overseen by a Governance group which is likely to comprise representatives of the key stakeholders:</p> <ul style="list-style-type: none"> Dunedin City Council (3 reps) Otago Regional Council Port Otago (1 rep) Chalmers Properties Ngai Tahu University of Otago

	<ul style="list-style-type: none"> NZTA <p>The form of the Governance group for the delivery phase is being investigated. In the meantime the MOU provides interim governance arrangements.</p>
<p>Outline the risks of this project (Including mitigations)</p>	<p>The following risks relate specifically to the development of the feasibility assessment. A fuller risk assessment based on good practice such as the Ministry of Business Innovation and Employment (MBIE) procurement guidelines will be developed for the waterfront project once the study and future decision- making is complete.</p> <p>Risk one:</p> <p>The risk that some of the land covered by the vision is sold to someone who developed it for a purpose contrary to the vision.</p> <p>Mitigation: This risk is being mitigated through the MOU.</p> <p>Risk two:</p> <p>Risk that the vision is not commercially viable or feasible in engineering terms.</p> <p>Mitigation: Development of feasibility assessment (and business case).</p>
<p>Procurement</p>	<p>The feasibility work is being procured in accordance with Council's procurement policy (November 2017) and supported by the Council's procurement team.</p> <p>Following a procurement planning process Dunedin City Council's Procurement Manager and members of the DCC's Executive Leadership Team determined that a Request for Quotations (RFQ) process was appropriate due to time constraints. It was originally understood that the feasibility work was required to be completed for funding decisions on the Provincial Growth Fund application to be taken in September. While it is now understood that there are not specific funding rounds, there remains a need to progress the feasibility work quickly in order to have the project delivered within three years.</p> <p>Seven companies were invited to submit quotations from which four companies responded. An initial paper based evaluation based on weighted criteria determined that further discussions should be held with three of the companies. Presentations are scheduled for 24 and 25 May for formal determination.</p>
<p>If your proposal is funded, what happens once the funding is spent? <i>Is your proposal sustainable once funding from the Provincial Growth Fund ends?</i></p>	<p>The feasibility assessment is a key step towards realising the Dunedin Waterfront Vision.</p> <p>If the feasibility of the project is established, an application and business case to the Provincial Growth Fund will be submitted for the enabling infrastructure i.e. the wharves and building platform.</p>

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Project Operating Budget

Project name Feasibility assessment for Dunedin Waterfront Project					
	Year 1 2017/18	Year 2 Q1 2018/19	Year	Total (000)
<u>Expenditure</u>					
<u>Capital expenditure</u>	■	■			■
TOTAL	■	■	■	■	■
<u>Operating expenditure</u>	■■■■	■■■■■			■■■■■
TOTAL					
Provincial Growth fund sought	■■■■	■■■■	■	■	■■■■
<u>Co-funding secured, source</u>					
Dunedin City Council	■■■■	■■■■			■■■■
Architecture van Brandenburg (In kind)	■■■■	■■■■			■■■■
Animation Research Limited (In kind)	■■■■	■■■■			■■■■
TOTAL	■■■■	■■■■■			■■■■■
Capital funding required	■	■	■	■	■
Operating funding required	■■■■	■■■■	■	■	■■■■
Funding shortfall (if any)					

Attachments

1. [REDACTED]
2. Letters of support
 - (i) Waitaki District Council
 - (ii) Clutha District Council
 - (iii) Central Otago District Council
 - (iv) Queenstown Lakes District Council
 - (v) Otago Regional Council
 - (vi) Otago Chamber of Commerce.
3. Feasibility work and Project Management – Request for Quotation
4. [REDACTED]
[REDACTED]
5. Waterfront Vision image.

15 May 2018

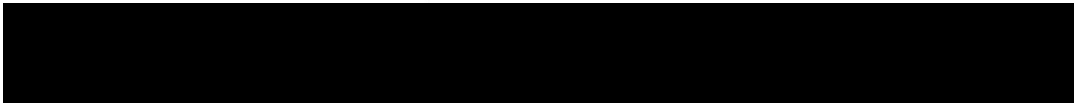
Mayor Cull
Dunedin City Council
P O Box 5045
Dunedin 9058

Dear Mayor Cull

Letter of Support – Dunedin Waterfront Vision

I write to endorse the Dunedin Waterfront Vision and the bid for funding for the enabling infrastructure from the Provincial Growth Fund. The bid is being submitted by Dunedin City Council on behalf of the key stakeholder group, which includes Otago Regional Council.

I Support this project in principle as a Mayor of the region because of the potential benefits it can bring to our region:

- The design and construction of the development will create significant new job opportunities for skilled managers, technicians and trades workers.
- The new uses to be accommodated in the precinct once developed, including the marine science centre, hotel and convention centre will create further jobs.
- 
- The future focused waterfront environment created will build on Dunedin's Gig city status and destination as a tech friendly city and stimulate high value start-ups and entrepreneurial activities.
- The revitalised waterfront with vibrant people spaces will make Dunedin more attractive as an employment location for skilled workers and academics.
- The landmark bridge and buildings, include the cockle-inspired design of the convention centre will become visitor attractions enhancing Dunedin's, and thus the region's, tourism offer.
- The 5 star hotel and convention centre strengthen the city's and the region's offer in terms of convention facilities.
- The waterfront potentially provides a gateway to the city and the region for cruise ship visitors – enabling them to access the city by water and disembark in the central city, rather than accessing by road from Port Chalmers.
- The waterfront development once constructed will provide a model of sustainable development and an exemplar of future-proofed waterfront development designed to accommodate (and mitigate) predicted rises in sea levels.
- Delivered in partnership with Ngai Tahu, the project will include an enhanced harbour environment and demonstrated the region's commitment to the principles of kaitiakitanga.

In summary I support this project as contributing to our shared objectives for the future growth of the Otago Region and aligning with our regional economic development framework.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Gary Kircher', with a long horizontal flourish extending to the right.

Gary Kircher
Mayor for Waitaki



15 May 2018

Mayor Cull
Dunedin City Council
PO Box 5045
Dunedin 9058

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We support this project as Mayors of the region because of the potential benefits it can bring to our region:

- The design and construction of the development will create significant new job opportunities for skilled managers, technicians and trades workers.
- The new uses to be accommodated in the precinct once developed, including the marine science centre, hotel and convention centre will create further jobs.
- The regional employment benefits will be enhanced [REDACTED]

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- Delivered in partnership with Ngai Tahu, the project will include an enhanced harbour environment and demonstrates the region's commitment to the principles of Kaitiakitanga.

In summary we support this project as contributing to our shared objectives for the future growth of the Otago Region and aligning with our regional economic development framework.

Yours faithfully



Bryan Cadogan
Clutha District Mayor

William Fraser Building
1 Dunorling Street
PO Box 122, Alexandra
New Zealand

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FAX +64 3 448 9196
EML codcalex@codc.govt.nz
www.codc.govt.nz

16 May 2018

Mayor Cull
Dunedin City Council
PO Box 5045
Dunedin
9058

Dear Dave

Letter of Support – Dunedin Waterfront Vision

I write to endorse the Dunedin Waterfront Vision and the bid for funding for the enabling infrastructure from the Provincial Growth Fund. The bid is being submitted by Dunedin City Council on behalf of the key stakeholder group, which includes Otago Regional Council.

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- The new uses to be accommodated in the precinct once developed, including the marine science centre, hotel and convention centre will create further jobs.
- The regional employment benefits will be enhanced by the [REDACTED]
[REDACTED]
[REDACTED]
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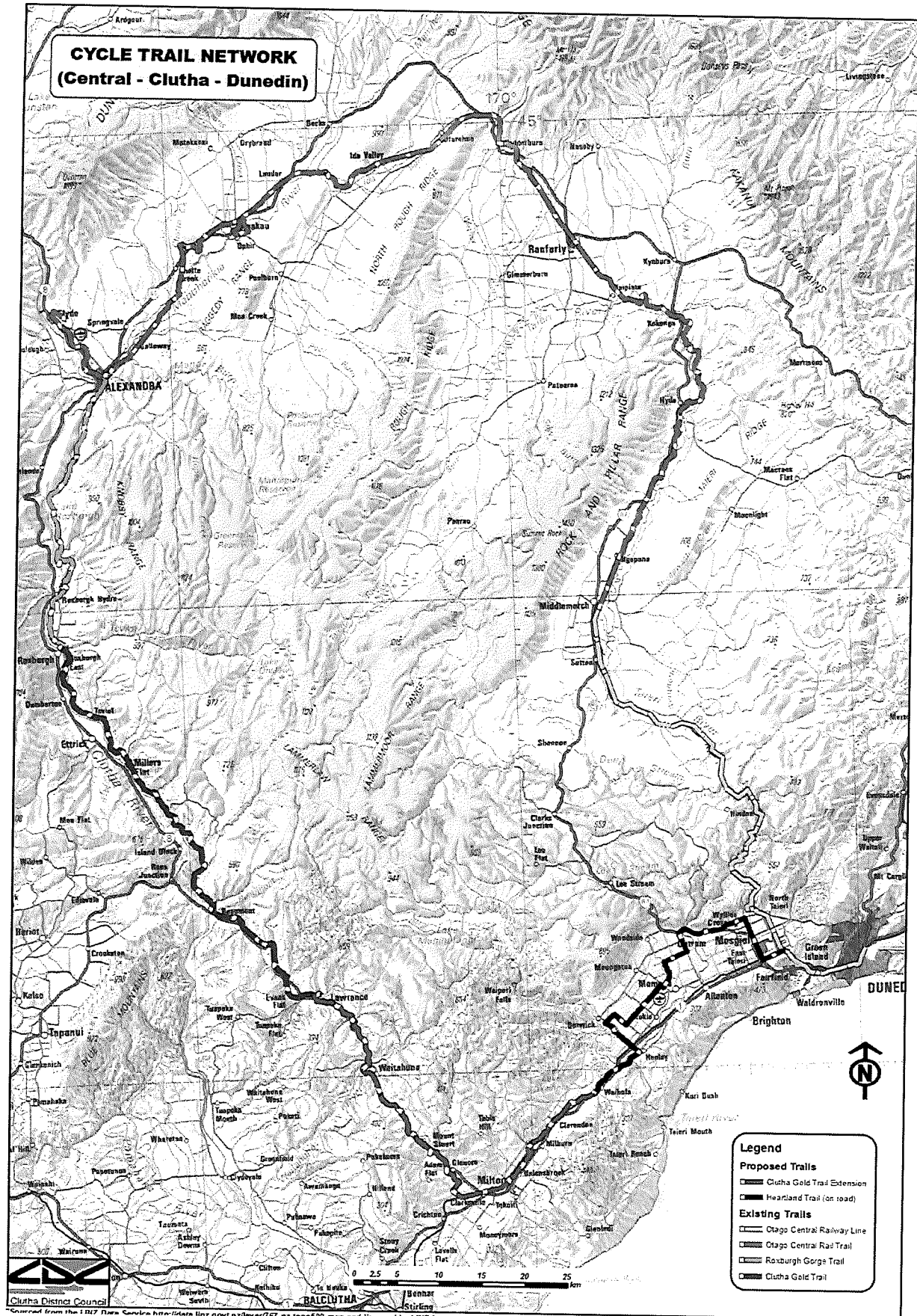
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Yours sincerely

A handwritten signature in black ink, appearing to read 'Tim Cadogan', with a long horizontal flourish extending to the right.

Tim Cadogan
Mayor Central Otago District





16 May 2018

Mayor Dave Cull
Dunedin City Council
PO Box 5045
DUNEDIN 9058

OFFICE OF THE MAYOR

Our Ref: DE/05/2

Letter of Support – Dunedin Waterfront Vision

Dear Mayor Cull,

I write to lend support to the Dunedin Waterfront Vision and the bid for funding for the enabling infrastructure from the Provincial Growth Fund. The bid is being submitted by Dunedin City Council on behalf of the key stakeholder group, which includes Otago Regional Council.

The enhancement of Dunedin will benefit economic development, travel and leisure opportunities across the region and continue to reinforce Dunedin's role as a strong urban centre for the lower half of the South island. The scope of the new investment envisaged by the scope of this plan has the opportunity to catalyse significant new investment into the city.

As a Council we have identified the following key benefits

1. The opportunity to develop skills in design, engineering and construction for industry professionals looking to remain in the South;
2. Tourism opportunities associated with increased conference and tourists being attracted to the city;
3. The opportunity to develop new iconic buildings and architecture that will complement the city's existing architectural heritage
4. An enhanced harbour environment and demonstrates the region's commitment to the principles of Kaitiakitanga.

In summary we support this project as contributing to our shared objectives for the future growth of the Otago Region and aligning with our regional economic development framework.

Yours sincerely



Jim Boulton ONZM
MAYOR

From the Office of the Chairperson

Our Ref: A1114004

16 May 2018

Mayor Dave Cull
Dunedin City Council
PO Box 5045
DUNEDIN 9058

Dear Mayor Cull

Letter of Support – Dunedin Waterfront Vision

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We support this project as Mayors of the region because of the potential benefits it can bring to our region:

- The design and construction of the development will create significant new job opportunities for skilled managers, technicians, and trades workers.
- The new uses to be accommodated in the precinct once developed, including the marine science centre, hotel and convention centre will create further jobs.
- The regional employment benefits will be enhanced by [REDACTED]
[REDACTED]
[REDACTED]
- The future focused waterfront environment created will build on Dunedin's Gig City status and destination as a tech friendly city and stimulate high value start-ups and entrepreneurial activities.
- The revitalised waterfront with vibrant people spaces will make Dunedin more attractive as an employment location for skilled workers and academics.
- The landmark bridge and buildings, including the cockle-inspired design of the convention centre will become visitor attractions enhancing Dunedin's, and thus the region's, tourism offer.
- The 5-star hotel and convention centre strengthen the city's and the region's offer in terms of convention facilities.
- The waterfront potentially provides a gateway to the city and the region for cruise ship visitors – enabling them to access the city by water and disembark in the central city, rather than accessing by road from Port Chalmers.

- Once constructed, the waterfront development will provide a model of sustainable development and an exemplar of future-proofed waterfront development designed to accommodate (and mitigate) predicted rises in sea levels.
- Delivered in partnership with Ngai Tahu, the project will include an enhanced harbour environment and demonstrates the region's commitment to the principles of Kaitiakitanga.

In summary, we support this project as contributing to our shared objectives for the future growth of the Otago Region and aligning with our regional economic development framework.

Yours sincerely



Cr Gretchen Robertson
Deputy Chairperson

15 May 2018

To whom it may concern,

It is with pleasure that the Otago Chamber of Commerce supports the Dunedin City Council to undertake professional feasibility work to prepare the funding bid for the City's waterfront vision.

Our membership has already widely endorsed the waterfront project. In December 2017 the Chamber hosted a lunchtime presentation of Damien Van Brandenburg's waterfront vision to much applause from the business community. In a recent membership survey over 70% of respondents supported the building of a connecting bridge between the city and the waterfront.

We support the development of a vision to grow the city and its future, while understanding the value and importance of promoting the economic development of Dunedin City and the Otago Region. Business supports and encourages the revitalisation of the city in order to make our city thrive, whilst providing a flourishing gateway to the rest of the region.

We are supportive of the collaborative nature the project, which has already unified many groups and people throughout the community in their belief that developing the waterfront will help Dunedin become a great small city.

Yours sincerely



Dougal McGowan
Chief Executive

Dunedin City Council

Request for Quotes



CONFIDENTIALITY:

NB: All documents are provided on the basis of that they are treated as strictly confidential and are used only in conjunction with this Request for Quotation.

Realising the Vision – Dunedin Waterfront Development

Dunedin, 9016

Dunedin City Council
50 The Octagon

SECTION 1: Key information



1.1 Context

- a. This Request for Quote (RFQ) is an invitation to suitably qualified suppliers to submit a Quote for the Feasibility Studies, Project/Programme Management, Business Case and Funding Application in relation to the Dunedin Waterfront project.



1.2 Our timeline

- a. Here is our timeline for this RFQ.

Deadline for Quotes:

04:00pm 2 May 2018

Anticipated Contract start date:

7 May 2018

- b. All dates and times are dates and times in New Zealand.



1.3 How to contact us

- a. All enquiries must be directed through to our Point of Contact.

- b. **Our Point of Contact**

Name: Serge Kolman

Email address: serge.kolman@dcc.govt.nz



1.4 Developing and submitting your Quote

- a. For helpful hints on tendering and access to a supplier resource centre go to:

[www.procurement.govt.nz / for suppliers](http://www.procurement.govt.nz/for-suppliers).



1.5 Address for submitting your Quote

- a. Quotes must be submitted electronically via e-mail to Our Point of Contact.
- b. Quotes sent by post or fax, or hard copy delivered to our office, **will not be accepted**.



1.6 Our RFQ Process, Terms and Conditions

- a. **Offer Validity Period:** In submitting a Quote the Respondent agrees that their Quote will remain open for acceptance by the Buyer for three (3) calendar months from the Deadline for Quotes.
- b. The RFQ is subject to the RFQ Process, Terms and Conditions (shortened to RFQ-Terms) available at [www.procurement.govt.nz/for agencies](http://www.procurement.govt.nz/for-agencies) The RFQ-Terms are incorporated into this RFQ by reference.

SECTION 2: Our Requirements

2.1 What we require

Realising the Vision: Dunedin Waterfront, Bridge and Masterplan

Background and purpose

A 50-year vision for the Dunedin Waterfront was developed and adopted in 2005, following public consultation.

The principles of the vision, including improved public access to and around the waterfront and mixed uses around the harbour edge were provided for and enabled in the Harbourside zone in the second Generation District Plan.

The landmark bridge was a key element, but funding for its development was delayed due to pressures on Council budgets and other priorities.

Architecture Van Brandenburg further developed their bridge design and approached the Council and other key partners in mid-2017 with a vision for the transformation of Dunedin's waterfront.

Overview of Dunedin Waterfront Project

A vision for revitalisation and future proofing of Dunedin's waterfront was launched in November 2017. The vision, created by Architecture van Brandenburg, includes:

- A pedestrian and cycle bridge reconnecting the waterfront with the central city. The spanning bridge will be flanked with leaf like 'solar petals' either side of the bridge crossing. Funding for this bridge (\$20M) is included in the Dunedin City Council's draft 10 Year Plan for 2019 – 2022.
- Waterfront walkway and public space connecting with a round the harbour walkway and cycleway.
- A ferry terminal (to accommodate cruise ship tenders and water taxis servicing the Otago Peninsula)
- An open air public swimming pool
- A marine science and environmental centre, (and potentially a public aquarium)
- An eco-tourism centre promoting the unique wildlife and attractions of Otago Peninsula
- An office building (on the site of an existing office building and designed to provide additional floor space and public access around the waterfront) attractive to the wider business ecosystem.
- A mixed use commercial and residential development on the south side of the basin, including restaurants.
- A 5-star hotel of 4- 5 storeys built in two wings surrounding a harbour pool.
- A cultural centre or conference centre designed as 3 landmark forms which make abstract reference to the Otago cockle.

Reconfiguration of the off-ramps from the Jetty Street overbridge and realignment of Wharf Street closer to the railway (across the 49 Wharf Street site) are also proposed in order to create the space required for the eco-tourism centre on the Cross Wharf at the head of the Steamer Basin.

The elements of the project are shown in the attached plans and videos and are articulated further in the Architectural Statement. This includes the design philosophy underpinning the vision and the intention that it provides a model of future focused design and sustainability for waterfront development.

- Feasibility Studies:** A resource to conduct an Engineering Feasibility study and report findings and engineering requirements of the Dunedin Waterfront development. In particular this includes:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- v. **Feasibility Studies:** A resource to conduct a Commercial Feasibility Study and report on the findings and commercial viability of the Dunedin Waterfront Development. It should be assumed that the buildings which comprise the vision will be funded and developed by a range of developers on a building platform to be funded from the government's Regional Development (Provincial Growth) Fund.
- vi. **Masterplan refinement:** To be undertaken, in conjunction with Architecture Van Brandenburg Limited, and Council planners and Urban Design Team, after completion of the feasibility studies.
- vii. **Business case and Funding application:** A resource to write the Initial Business Case and the Development of the Funding Application to the Regional Development (Provincial Growth) Fund.

Out of Scope for this particular procurement activity is:

- The physical build/development of the bridge and waterfront vision.

For the sake of clarity, some work is being procured separately but needs to be integrated into the project planning and project management (Tasks (i) and (ii) above).

This related work comprises:

- (a) engineering feasibility assessment and costing of the bridge (already underway)
- (b) planning due diligence and consenting are summarised in the memorandum from 4Sight Ltd (attached). Discussions are underway with Otago Regional Council regarding Regional Coastal Plan consenting options and planning pathways. These will be critical elements of the project plan and programme which will be provided to the successful consult as they are determined.

The successful consultant will be required to work alongside the consultants delivering these elements. The successful consultant will be provided with the full planning due diligence report prepared by 4Sight Consulting once engaged.

The Business case to support the application to the government's Provincial Growth Fund will relate primarily to the development around the waterfront, and in particular the building platform which will involve in-harbour works to replace existing wharves in the Steamer Basin and expanded reclamation and associated structures. It will not include the bridge and road realignment. While the bridge and road realignment are critical elements of the vision, government funding is to be sought for the building platform and reclamation to support the proposed waterfront development.

SECTION 3: Our Evaluation Approach

3.1 Evaluation model

The evaluation model that will be used is weighted attribute (weighted criteria). Price is a weighted criterion. This means that all Quotes that are capable of full delivery on time will be shortlisted. The Quote that scores the highest will likely be selected as the Successful Respondent.

The Buyer reserves the right to undertake due diligence and use the results of due diligence to inform the evaluation of Quotes.

3.2 Evaluation criteria

Quotes will be evaluated on their merits according to the following evaluation criteria and weightings.

Criterion	Weighting
1. Proposed Approach and Methodology Respondents must provide a detailed summary and breakdown of their proposed methodology for each element of the scope.	30%
2. Capability and experience of the Consultant and/or firm Respondents must detail their relevant experience in working with similar projects, particularly project management, feasibility studies, master planning and business case preparation. Of high value is experience working on water-side development projects with government and commercial clients/stakeholders.	30%
3. Timeline for delivery Respondents should define and detail their timeline for delivery. Please note that we require an initial funding application to be submitted before 30 September 2018.	20%
4. Price Our preference is for a fixed price for delivery of the entire scope. Respondents <u>must</u> submit a breakdown of prices for each element of the project scope.	20%
Total weightings	100%

SECTION 4: Pricing information

4.1 Pricing information to be provided by Respondents

In submitting the Price the Respondent must provide:

- a. Their total price for full delivery.
- b. A breakdown of costs including any expenses, fees and charges associated with the full delivery of the Requirements. It must also clearly state the total contract price exclusive of GST.
- c. Where the price, or part of the price, is based on fee rates, all rates must be specified, either hourly or daily or both as required.
- d. In preparing their Quote Respondents are to consider all risks, contingencies and other circumstances relating to the delivery of the Requirements and include adequate provision in the Quote and pricing information to manage such risks and contingencies.
- e. Respondents are to document in their Quote all assumptions and qualifications made about the delivery of the Requirements, including in the financial pricing information. Any assumption that the Buyer or a third party will incur cost related to the delivery of the Requirements must be stated, and the cost estimated, if possible.
- f. Prices should be tendered in NZ\$. Unless otherwise agreed, the Buyer will arrange contractual payments in NZ\$.

SECTION 5: Our Proposed Contract

5.1 Proposed contract

The Proposed Contract that we intend to use for the purchase and delivery of this requirement is the GMC Contract for Services 2nd Edition.

In submitting your Quote you must let us know if you wish to question and/or negotiate any of the terms or conditions in the Proposed Contract, or wish to negotiate new terms and/or conditions.

If you do not state your position you will be deemed to have accepted the terms and conditions in the Proposed Contract in full.

Attachments:

- A. [REDACTED]
- B. [REDACTED]
- C. Top down view of vision
- D. Animation of vision (MP4file)
- E. Animation of the frond bridge (AVI File)
- F. Video of Damien Van Brandenburg and Ian Taylor presenting the vision to business sector launch (3 files. NB: Poor sound quality)
- G. Architectural Statement of the Waterfront Vision (word)
- H. Scope of Jetty Street overbridge feasibility works – Stantec (2018) Jetty Street feasibility advice.
- I. [REDACTED]
- J. [REDACTED]
- K. [REDACTED]

- L. [REDACTED]
- M. [REDACTED]

Further documents will be made available to the successful consultant.

- N. [REDACTED]

