

Application for Funding Projects



About this form

This form enables you to make an application for funding over \$100,000 from the Provincial Growth Fund for applications relating to the delivery of projects.

You will need to use the Express Form if your application is for an activity under \$100,000 or the Development Phase Form if your application is within the Development phase of a Project (i.e. feasibility / business case).

These forms are available on the [Provincial Growth Fund website](#)

Purpose of the Provincial Growth Fund

The Provincial Growth Fund aims to lift productivity potential in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets.

Completing this form

Please complete all sections fully and accurately. Square brackets and italics indicate guides.

Please see the PGF website, or contact your regional relationship manager, for further support. If you are applying on behalf of a number of parties, you need their consent to submit this application. You can add other applicants during the application process. You will be the point of contact for this application, but you must give us all information about all applicants.

Submitting your application

All completed forms must be emailed to PGF@mbie.govt.nz with a clear subject included.

If you are a Trust (or applying on behalf of a Trust), then you must provide a copy of your Trust Deed.

Next Steps

Applications will be assessed for eligibility, as well as how well they will deliver on the aims of the Provincial Growth Fund. One of our team will be in contact regarding your application.

Funding Agreement

The template funding agreements can be found on the [Provincial Growth Fund website](#)

Public disclosure

The Provincial Development Unit is responsible for leading the Provincial Growth Fund's design, administration and monitoring its operation in consultation with other government agencies. In the interests of public transparency, successful applications may be published by the Provincial Development Unit. Commercially sensitive and personal information will be redacted by reference to the provisions of the Official Information Act 1982. Please identify by highlighting any information in your application that you regard as commercially sensitive or as personal information for the purposes of the Privacy Act 1993.

Part A: Key Details

Please note that if the funding agreement will not be held with the applicant (i.e. applying on behalf of another organisation), then we require the details of that organisation.

1. Proposal Title:

Mahia Roding Resilience

2. Please provide a very brief description of the project/activity:

The Mahia Peninsula in the Wairoa District is a popular holiday destination and home to a great amount of businesses, jobs and residents, including 'Launch Complex One', Rocket Lab's primary rocket launching facility. Coastal erosion has compromised the primary road access to the Mahia Peninsula and access to Launch Complex One is by way of an unsealed stretch of road that requires improvement. This project will provide for the assessment of alternative access to Mahia Peninsula and making more resilient and accessible the existing road access to Launch Complex One on the Mahia peninsula. Climate change modelling predicts that the amount of coastal erosion will increase, and in that event the cost to Wairoa District Council (hereinafter "WDC" or "Council") associated with ownership of the affected road access will increase as well as affecting vital economic opportunities for the district (tourism, businesses, residents travelling to Wairoa township for work and of course Launch Complex One). This application seeks a grant to ensure the Wairoa District Council is able to secure roading access to Mahia Peninsula and Launch Complex One and thereby secure opportunities for tourism, jobs, businesses and the resilience for the community living on the Peninsula.

3. Please provide the details of the applicant organisation/entity for which funding is being requested:

Legal Name:	Wairoa District Council
Entity Type:	Local Authority
Registered Offices / Place of Business:	97 – 103 Queen Street, Wairoa 4108
Identifying Number:	
Organisation's Website:	www.wairoadc.govt.nz

4. Please provide the contact details for a person as a key point of contact:

Contact Name and Role:	Steven May, Chief Executive Officer		
Email Address:	Privacy of natural persons	Telephone:	Privacy of natural persons

5. Please describe the principal role or activity of the applicant organisation.

The applicant is the Wairoa District Council. The Council's principle role is to represent and work for the people of Wairoa as per the Local Government Act. This involves (among other services) growing the economy by developing jobs and attracting visitors, new residents, and whanau back into Wairoa.

6. This project will be based in the region of:

Hawke's Bay

7. What type of funding is this application for:

Grant

[Note: the most appropriate funding type will be determined by the PDU in consultation with the applicant]

8. What is the activity / funding start and end date?

Start Date:	Commercial Information	Completion Date: (Negotiable)	Commercial Information
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9. Has this project / activity been previously discussed with any part of Government? Yes: No:

- If Yes, please describe which part of government, and what the outcome of the discussions were.

- Discussed at a regional level
- Discussed with Cameron Osmond (Regional Advisor PDU)
- Discussed with the MBIE Space Agency
- Indicated to NZTA and other regional transport agencies.

10. Have you previously received Government funding for this Project? Yes: No:

- If Yes, please list which part of the Government, when the funding was received, and how much under Q11.

11. Are you an overseas investor for the purposes of the Overseas Investment Act? Yes: No:

To find out if you are an overseas investor, and find support, please visit the Overseas Investment Office [website](#).

12. Please set out the proposed sources of funding for the Project:

Source of Funding: <i>[please indicate where all other funding is sourced from, noting who the funder is]</i>	\$ (excluding GST)	Status / Commentary <i>[i.e. received / confirmed / in principle]</i>
Provincial Growth Fund Funding (through this application)	\$7,300,000	
<i>[please specify all other sources of funding, including prior Govt. funding]</i>	\$	
Total:	\$	

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Part B: Project Description

13. This application is: "a stand-alone activity" or "in support of a wider project/programme"

14. Will additional funding be required in the future? Yes: No:

If Yes, please describe at a high level, what this may include, and when this is likely to be applied for.

An assessment will be undertaken of alternative access routes into the Mahia Peninsula given the situation of the Blowhole (which has been previously applied for to secure long term sustainable access into Mahia Peninsula). Following the assessment of alternative routes into the Peninsula, **Commercial Information**

[Redacted text]

15. Has a feasibility study, or equivalent, been conducted prior to this application? Yes: No:

- If Yes, please provide a copy, including an overview of the feasibility study and any outcomes.
- If No, please explain why not; and how feasibility/viability of the project has been assured.

YES – Alternative Access to Mahia Peninsula - Between 2002 & 2013 the WOC completed a number of investigations into securing access into the Mahia Peninsula. This report and previous economic analysis has been attached to this application.

NO – Upgrades to Mahia East Coast Road and access to Launch Complex One.

16. Please provide a detailed description of this project for which funding is being applied, including the benefits arising from the project:

[Note: please describe what the funding is for, why it is required, what the project will do, how it links to other projects or activities and the benefits which will be attributed to it – for more information on benefits management, see this [guide](#).]

Mahia Roding Resilience

1) Traction Sealing of Mahia East Coast Road (MEC)

Mahia East Coast Road is a Wairoa District Council (WDC) local road, including a winding, unsealed 17km section with steep inclines and declines. MEC skirts the eastern edge of Mahia Peninsula. This project seeks funding for sealing of approximately 12.5km of the unsealed sections of MEC, to improve accessibility, increase safety for tourism, improve resilience for other road user activities such as forestry and farming, and reduce ongoing maintenance costs. It is projected that the current traffic volume will at least double over the 3-year contract maintenance period (according to Rocket Lab). This project will include drainage improvements as well as safety improvements to improve safety for the road user.

The benefits would be significant for the Wairoa district. It would increase local tourism as the road would be a lot safer to drive on. Additionally, a key destination on this route is Rocket Lab's Launch Complex One. Access to Launch Complex One would be improved for the transportation of launch vehicles and would also be easier for employees to get to which would make it easier to attract staff. More staff would mean more people moving to the district and specifically Mahia. More external businesses around tourism would be on offer, as well as opportunities for commercial businesses like forestry and farming to grow due to better access.

Rocket Lab is a key business in the Wairoa district which could be argued to have national significance to the New Zealand economy and our reputation as a space faring nation. Rocket Lab have invested in upgrading the public road via safety improvements such as installing ^{Comm} mirrors around dangerous corners, and they provided vital 'assessments' of the road to Council and contractors as to better understand how the asset is performing. Rocket Lab rent ^{Comm} houses in the Mahia/Nuhaka townships which brings additional benefits to the local community through ancillary services, including catering and cleaning services which is providing employment to the local community.

(^{Commercial Information})

2) Alternative Route Assessment – Mahia Peninsula:

Coastal erosion has caused and will continue to cause multiple issues for the Nuhaka-Opoitama Road access to the Mahia Peninsula. The current situation is at one point of the road there is a one lane section due to a dropout. This project would allow for funds to investigate alternative routes connecting Nuhaka to Mahia. This assessment will include designs, Geotech reports, test pits, and procurement costs. The investigation would provide sufficient detail (in the form of a business case) for NZTA and/or other funding sources. Ideally the BC would be wrapped up by ^{Commercial Information}. Benefits of this would be long term security of access for Mahia residents, tangata whenua, businesses (including Rocket Lab), landowners (businesses focused on primary industries), forestry and long term security for Council.

(^{Commercial Information})

17. How does this project demonstrate additionality within the region?

[Please cover:

- Why the project is not already underway.
- How the project provides a new asset and is not seeking maintenance funding.
- The benefit of Central Government funding (i.e. over alternative sources).
- Why this project will unlock the potential within the region.]

The WDC has identified the route into Mahia has not been secure due to the effects of coastal erosion for a number of years. Since 2002 WDC has been actively seeking options to secure this access. However, Commercial Information, [REDACTED], WDC has not been in a position to respond to these impacts. The coastal erosion continues to threaten access to Mahia and, as affordability continues to be a significant barrier for WDC, the programme to construct erosion protection structures has been scaled back to reflect this. The coastal erosion is becoming a compounding problem for WDC and, with the large scale block earth movement called the "Blowhole" WDC is seeking an urgent long term solution to respond to this problem, hence an assessment is to be undertaken for alternative routes into the Peninsula.

The WDC has previously attracted funding for the realignment around the Blowhole & to construct erosion protection structures. However, the ongoing issue for this is affordability of our local share for our community. The WDC is seeking full financial assistance to fund this project which will secure the route to Mahia for approx. Commercial dwellings, primary industry (incl. agriculture & dairy) & Rocket Lab's Launch Complex One.

Tourism at Mahia is significant and can be described as "booming". Traffic counts over the summer period (2018/2019) counted 2,300 vehicles per day with the population of Mahia fluctuating from less than 1,000 permanent residence to over 15,000 people living on the Peninsula.

Ensuring the resilience of roading infrastructure through to Rocket Lab's Launch Complex One will ensure a vital national business leader is able to continue it's work with more certainty.

It goes without saying that this project will continue to support current and future economic potential within the region. With the number of commercial fisherman based at Mahia, the primary industries located on the Peninsula, the flourishing tourism industry and being home to Rocket Lab's Launch Complex One, this project supports the principals of the PGF. The impact to Mahia's economy will be significantly impacted if access was to be affected to both the Peninsula and the Launch Complex One.

Additionally to that, the benefits of getting this grant would significantly reduce of financial burden on WDC ratepayers. As it is essential for the district to ensure the resilience of roading infrastructure into the Peninsula, maintenance costs would also be increasing.

Mahia Roding Resilience will see the community, business industry and tourists having increased confidence in the long term accessibility of the Mahia Peninsula which will give them more confidence to invest in the area.

18. How is the project connected to regional (and sector) stakeholders and frameworks?

- *Napier to Opotiki Strategic Case completed by Tairawhiti Roads*
- *Hawkes Bay Regional Land Transport Plan*
- *Matariki – Hawke's Bay Regional Economic Development Strategy*
- *Wairoa District Council's Economic Development Plan*

19. How will your project lift productivity potential in the regions?

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[We want to understand how your project will meet the primary objective of the fund: “to lift productivity potential in the regions”. Please provide a description of this and where relevant, please cover how your project contributes to the following outcomes:

PGF Outcome	✓	How will the project positively or negatively impact this outcome in the region(s) identified?
1. Increase economic output	✓	Due to securing the access to the Mahia Peninsula and ensuring resilient roading infrastructure, the confidence of the business industry, community stakeholders and tourists will be increased and this will result in continuous increase of economic output (more rockets launched, more income through tourism, new projects started as the future of the infrastructure is made more resilient).
2. Enhance utilisation of and/or returns for Māori assets	✓	The Mahia Peninsula has a rich Māori history and a high proportion of land is still owned by Māori, with ensuring access to their land, they are supported strongly in utilising their assets.
3. Increase productivity and growth	✓	With giving the community, business and industry and landowners the confidence of having resilient roading infrastructure, their willingness to further invest in their businesses, utilising land and establishing tourist operations will increase. This is clearly seen by the intent by Rocket Lab to increase the frequency of it's launches.
4. Increase local employment and wages (in general and for Māori)	✓	Rocket Lab alone created ^{Comm} permanent and several launch related jobs for people living in Mahia and are still expanding their operations. Due to Treaty Settlement processes, Rongomaiwahine are coming together to invest in a productive future for their whanau by utilising their unproductive land, creating projects to look after the environment they live in (Rongomaiwahine – Predator Free project and development of an interactive information centre). Commercial Information [REDACTED]
5. Increase local employment, education and/or training opportunities for youth (in general and for Māori)	✓	Currently the amount of jobs provided at the Mahia Peninsula is constantly increasing, especially in high quality jobs due to Rocket Lab's steady growth since they started their operations on the Peninsula. In securing resilient infrastructure for the Peninsula this trend is expected to continue. Rocket Lab award a STEM scholarship annually with the first option going to a Mahia local to study towards a STEM qualification at University. These approaches show the want to increase high value jobs and to attract a skilled workforce. Rongomaiwahine are also undertaking programmes of skills enhancement for their people through training opportunities to support their programme of work including the Predator Free project.
6. Improve digital communications, within and/or between regions	✓	The establishment of Rocket Lab's Launch Complex One, has increased the need for digital resilience across the Peninsula. This has allowed digital enablement to be accelerated across the Peninsula with infrastructure being installed by Rocket Lab and for wider access by the Mahia communities.

7. Improve resilience and sustainability of transport infrastructure, within and/or between regions	✓	<i>The project provides for an assessment of alternative routes into the Mahia Peninsula to future proof access for residents, tangata whenua, businesses, landowners and visitors. The project also seeks to make access to Rocket Lab's Launch Complex One more resilient.</i>
8. Contribute to mitigating or adapting to climate change	✓	<i>By assessing alternative routes into the Mahia Peninsula, part of this project will address issues currently being faced by the District due to Climate Change and future proofing access into the Peninsula i.e. Coastal Erosion.</i>
9. Increase the sustainable use of and benefit from natural assets	✓	<i>Assessing alternative routes into the Peninsula will secure access to the Peninsula as well as allow for the natural process of coastal erosion to continue to occur. Mitigation factors will be implemented to manage the effects of coastal erosion, however, given the issues with Climate Change, it would be recommended that mitigating the effects of coastal erosion will become increasingly costly. Ensuring resilient roading infrastructure will endeavour to look at options that increase the sustainable use of products and natural assets as well as ensuring an environmental plan is implemented to mitigate any negative effects on the natural environment.</i>
10. Enhance wellbeing, within and/or between regions	✓	<i>With ensuring access to and resilient roading infrastructure in the Peninsula, this will secure the access to day-to-day necessities as well as access to services (health, education, supply, etc.) for communities and stakeholders who have an interest in the Peninsula. Without this, Mahia would lose the connectivity to the rest of the region, and given that it is the location of significant economic opportunities, tourism, Rocket Lab's Launch Complex One, primary sector businesses and a retail sector, this would have a significant impact on the economic, social and cultural well-being of the Hawke's Bay and Tairāwhiti regions.</i>
Total number of outcomes project contributes to	10/10	

20. Has public consultation been conducted?

Yes:

No:

- If yes, what were the results?
- If no, is there a plan to do so?

Key stakeholders have been included in the development of this initial application, including Rongomaiwahine Iwi Trust and Rocket Lab. Additional consultation will be required at the appropriate phases of the project and is considered essential to the success of this project. Consultation will be as per an agreed consultation plan with all relevant stakeholders. This will also include the Mahia Resilient Roads PGF Project Group members which is noted later in this application and includes Rongomaiwahine and Rocket Lab.

21. Please provide your customer demand / market analysis for this project, covering the following where possible:

- What is the current market for this project's outcome, and what is your current involvement in the market?
- What opportunities are there to *expand* market activity (i.e. what is the customer demand)?
- What customer market relationships do you have to leverage success of the outcomes of this project?
- Is the project primarily aimed at enhancing the share of a single market? If so, please detail the proposed markets with this intention.

Mahia is a significant tourism destination as well as home to hundreds of residents and several businesses including Rocket Lab's Launch Complex One and home to the Rongomaiwahine iwi which has recently settled its Treaty claim and looking to develop for the benefit of its people. Resilient roading infrastructure is crucial to ensure all goods and services are able to be delivered to market, for tourists to access their destination, tangata whenua to be able to access their traditional lands and sea and for all industry and residents to receive supplies.

Rocket Lab is currently operating at a launch frequency of one launch cycle per month. The projected frequency for 2019/2020 will progress to one launch per week. Effectively the road traffic activity, support and consumption rate for this company alone will be four times the volume experienced now. Rocket Lab currently employs around [redacted] people in NZ, around [redacted] of which directly support launch operations in Mahia and rely on local accommodation, transport and catering for each launch. As the launch cadence grows, Rocket Lab expects this number to double in coming years. Rocket Lab also anticipates a growth in indirect employment for contracting and support services to Rocket Lab.

Forestry operations are likely to commence in the next [redacted], which will see a notable increase in heavy vehicle movement from various entry points on MEC.

The current traffic impact on MEC is unsupportable under the present contracted funding model. The project will not necessarily act as a catalyst for increased productivity, it will be an enabler for planned growth and accessibility for existing businesses operating from MEC.

The current level of service often-time renders the road impassable for heavy vehicles without deploying private recovery assistance support. In parts MEC has a marginal ride quality for transporting hazardous or vibration-sensitive loads, including Electron launch vehicles and satellites. It is typically an uninviting driving experience for tourists and visitors.

The project will ensure road quality does not hinder the transition to a weekly launch cadence, which will create more jobs and encourage tourism opportunities in the region.

There are no secondary or alternate routes for accessing MEC residences or businesses.

Funding will assist reinstating failed sections and maintaining the existing road to a level of service able to sustain projected business operations.

Local Iwi (Rongomaiwahine) also use MEC to access urupa on the Mahia Peninsula. Reliable, quality roading would ensure these remain accessible for urupa maintenance and cultural activities. Rongomaiwahine have also recently settled their Treaty claim and as such work increases for the iwi to bring real benefit to its people including the Predator Free Mahia Project – Whakatipu Mahia which received \$ [redacted] focused on removing possums from 14,500 hectares of land on Mahia Peninsula within four years. The knowledge gained in Mahia will be used to develop a low-cost farmland control and eradication model applicable to other areas of the region and New Zealand.

Tourism – Mahia is a key tourism destination within the Wairoa district – with a permanent population of just under 1,000 the population swells to almost 15,000 during the summer months (in particular between Christmas

and New Years with whanau returning home and visitors both local, regional, national and international). Mahia will increasingly become home to significant community events – including the formal closing of the TUIA250 voyage in mid December 2019. Mahia will also bid to host additional events of significance including the regional ocean waka ama regatta and will look to become home to many more events in the future. Alongside ocean based tourism, Mahia Peninsula is also home to the award winning Whangawehi Catchment programme which seeks to develop sustainable catchment planning and has the potential for inland tourism and walks. [redacted] has secured the licence to occupy the mothballed rail line where he will introduce Rail Bike Adventures, a tourism opportunity which will maximise the views and vistas of the Mahia Peninsula. Plans are also underway to develop Waikokopu walks and trails and this is an additional tourism opportunity which again demonstrates the popularity of the Peninsula as a tourism destination.

Social indicators which would be affected by resilient roads includes access to education – the main high school is in the Wairoa township some 45mins away, the major supermarket is also based in the Wairoa township. May Mahia residents also work in the main Wairoa township and being cut off via its roading infrastructure would significantly impact on the local communities. Mahia is a culturally rich community with 5 marae and adjoining communities.

22. Where the project utilises land, does the land have any other interests associated with it? (i.e. Treaty claims, or iwi/hapū ownership) Yes: No:

[insert your commentary here]

23. Is the land is owned by others, i.e. not solely by the applicant?

- If yes, then please describe the other interests and how will this be managed?

The primary components of this application affect Council owned road corridor and road reserve (MEC), however, it is the intent of this application to ensure robust consultation and engagement with relevant stakeholders as a general rule of thumb.

24. Does the land have appropriate Resource Management Act consents? Yes: No:

- If no, how and when will this be addressed?

Council owned road reserve and road corridor

Part C: Project Delivery

[Please note – this section refers to the actual activity associated with this application.]

25. Please provide an overview of the project management approach / plan for this activity.

[We would like you to demonstrate:

- How the activity will be managed from your organisation?
- What involvement is required by the Provincial Development Unit?
- What other partners are required for successful delivery? (demonstrating this with diagrams where possible)
- What project management practices will be in place?
- Who are the key personnel within the organisation relating to this project?
- Please include bio's and provide an organisational/project structure where possible
- Please attach a copy of your health and safety policy that will apply for this project].

The Mahia Resilient Roads project will be directed by the Project Group which is identified in Section 31 below. The design of the Project Group reflects Council's accountability for provincial growth funding provided. It provides for stakeholders to be included as well as being aware of how the project is being developed. It also provides for those stakeholders to be able to contribute to the development of the project, and for Council to be supported by suitable planning and engineering experts as the project develops.

Council will require that the Provincial Development Unit provides the funding required by the time required. Fundamental to achieving this is that the Provincial Development Unit (as a stakeholder in the project) maintains awareness of how the project is developing. Council will ensure that this is as simple as possible by maintaining high quality communication and reporting.

The Provincial Development Unit (as the funder), any regulatory authorities, Iwi, and suitable planning and engineering experts will partner with Council from the outset.

Council will utilise its project management experience and skills as this project proceeds. Council has considerable experience in managing projects of this scale as a Roading Authority. Council's experience and skills provide for it to meet stakeholders' requirements and deliver the project in a competent and cost-effective manner. Council notes it is a very experienced purchaser of professional and physical works (contracting) services and the procurement of such services is carried out in accordance with its NZTA approved procurement manual.

Council will seek to secure the services of a local qualified Project Manager, with Council being and project owner

The key components of the project that Council has identified at this time and the anticipated sequence in which they will be completed are as follows:

PHASE ONE

- Engage a professional services supplier to provide required planning, engineering inputs;
- Develop project plan;
- Confirm design of Project Group and arrange members; as well as develop consultation plan;

PHASE TWO

- Development (activity) programme and forecast expenditure as project proceeds;
- Ongoing consultation as an when required
- Procure services, award contract
- Implement physical works.

26. Have you have independent verification of the project approach / plan?

Yes:

No:

If yes, who verified the project and when?

Upon the securing of professional services, the project plan will be finalised and reviewed internally.

27. Please provide us with a project plan, where possible please attach a schedule (i.e. Gantt chart):

[Please use the following table to describe the milestones of the project, if preferred, a schedule can be provided]

#	Project Activity	Responsible:	Date / Period:
1	TO BE DEVELOPED		Click here to enter a date.
2			Click here to enter a date.
3			Click here to enter a date.
4			Click here to enter a date.
5			

28. Please provide a complete breakdown of the costs of the project to assist us in understanding where the funds will be utilised:

[Note that figures in this table must align with other figures provided in Q11. Please use as many lines as it takes to provide us with the appropriate detail. If more suitable, please attach a budget spreadsheet to this application]

Cost Description:	\$ (excluding GST)
Mahia Resilient Roads – Traction Sealing of Mahia East Coast Road	
Stabilising and Sealing	\$ [Commercial Information]
Drainage and Earthworks	\$ [Commercial Information]
Safety Improvements	\$ [Commercial Information]
Second Coat Seal	\$ [Commercial Information]
Mahia Resilient Roads – Alternative Access Route Assessment	
Alternative Access Route Assessment	\$ [Commercial Information]
Total	\$7,300,000

29. What are the proposed deliverables if funding is approved?

[Please use the following table, consider what deliverables there will be, when, and whether there are any payments associated with them and against what criteria payment should be made. If it is a single deliverable with single payment, please just use one line]

#	Description	Payment criteria:	Invoice Value \$ (Exc. GST)	%	Invoice Date:
1	Initiation payment *Formation of Project Group *Project Plan Developed for Traction Sealing of MEC *Assessment of Alternative Routes to begin	On signature of the funding agreement and the delivery of start-up report	[Commercial Information]	[Comm %]	[Commercial Information]
2	Construction begin	Progress Report	\$ [Commercial Information]	[Comm %]	[Commercial Information]
3	Construction completed and Assessment of Alternative Routes completed	Final Report	\$ [Commercial Information]	[Comm %]	[Commercial Information]
4		-			
5					

30. Please provide a description of why Government funding is required to deliver this project?

Since 2002 WDC has been actively seeking options to secure access to the Mahia Peninsula, however, Commercial Int
[REDACTED] WDC has not been in a position to respond to these impacts. Ensuring resilient roading infrastructure on the Peninsula with a particular focus on securing safe access to Rocket Lab's Launch Complex One is a relatively new development and it would be unlikely that Council would be in a position to fund the local share of this. Given the signals by Rocket Lab to increase the frequency of launches, ensuring a resilient roading infrastructure that not only supports this activity but the wider economic, social and cultural activities that are carried out on the Peninsula would be of great benefit to the communities of Mahia Peninsula.

31. Please provide an overview of the applicant's relevant skills and experience for delivering a projects of this nature:

The Wairoa District Council is a Roothing Authority and therefore more than qualified to deliver on this project.

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32. Please outline the project team and explain the Governance arrangements for this project

*[We would like to know about the members of your project team (the key personnel/leadership team involved in your application), how your organisation will govern the project/activity, as well as how other organisations may be involved (i.e. the Provincial Development Unit, local council, or iwi/hapū) in the governance procedures. Specifically please name who is on the governance board / leadership team (the **Project Team**)]*

Mahia Roothing Resilience PGF Project Group members:

- WDC CEO Steven May (Chairperson) (Local Council)
- Mayor of Wairoa Craig Little (Local Council)
- Chairman – Rongomaiwahine Iwi Trust Board
- Representative – Rocket Lab
- Reporting Officers (WDC) – Kitea Tipuna, Michael Hardie, Stephen Heath

33. What procurement process has been undertaken (i.e. selection of a provider), or will be undertaken, and how will that be managed? In addition, please provide a description of how greater public value will be achieved through the

procurement process, for example by considering one or more of the following:

- How regional businesses (inc. Māori / Pacifica enterprises) will be provided with opportunities
- How skills will be developed in the market (i.e. via construction apprenticeships)
- How worker conditions in the supply chain will be improved / managed
- How waste / emissions are being reduced in this procurement.

For more information, please visit: <https://www.procurement.govt.nz/broader-outcomes/>

[We wish to understand how you will approach the market effectively and ensure value for money / public value is delivered, noting that public money is being utilised. If you have already been to market, then please describe who the supplier(s) are, how/why they were selected, and what the contractual arrangements are]

Council intends to work with **Commercial Information** (and Council) will be supported by other consultants if required. The **Commercial** team provides for Council to have adequate support to develop this project.

Council will conduct a public tender process to select the Contractor who will complete the construction. Council anticipates evaluating tenders on a price quality basis.

Council will carry out all procurement associated with this project in accordance with its (NZTA approved) Procurement Manual and Council's own procurement policy.

34. What risks are associated with the delivery of this activity?

#	Risk	Mitigation approach	Rating
1	Inclement weather which would push the deadlines out.	Early approval of funding to ensure construction is undertaken during the Commercial Information summer construction season	Medium
2	Price Level Increase (for Construction)	Council will endeavour to develop a design arrangement that makes efficient use of local skills and resources. Council's experience when delivering large projects is that local suppliers become genuinely competitive because such opportunities are rarely presented in the local area.	Low
x		-	
		-	

35. Will the applicant own the asset on delivery?

Yes:

No:

- If no, please describe who will own the asset.

Council owned roading corridor and road reserve

36. When the project is delivered, what is the plan to operationalise the asset (if an asset), and maintain it through life?

This asset will be maintained in accordance with WDC's Land Transport Activity Management Plan, which is developed by WDC and endorsed by NZTA triennially.

37. What will the impact be on the applicant's financial accounts?

This funding would enable the Wairoa District Council to make this project outside of the budget process happen and enable this project additional to the normal work to be completed which would not have been possible to be undertake due to significant financial constraints.

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Part D: Declarations

- 38. The contracting entity is compliant and will continue to comply with all applicable laws, regulations, rules and professional codes of conduct or practice including but not limited to health and safety and employment practices Yes: No:

- 39. Has this activity ever been declined Crown Funding in the past? Yes: No:

- 40. Has the applicant or the contracting entity ever been insolvent or subject to an insolvency action, administration or other legal proceedings? Yes: No:

- 41. Has any individual in the Project Team (including the Applicant’s Leadership Team, directors, partners, or trustees, or any key members of the project) ever been insolvent or subject to an insolvency action, administration or other legal proceedings, or actively involved in any organisation which has? Yes: No:

- 42. Has any individual in the Project Team (including the Applicant’s Leadership Team, directors, partners, or trustees, or any key members of the project) ever been adjudged bankrupt or is an undischarged bankrupt? Yes: No:

- 43. Has any individual in the Project Team (including the Applicant’s Leadership Team, directors, partners, or trustees, or any key members of the project) ever been under investigation for, or been convicted of, any criminal offence? Yes: No:

- 44. Are there any actual, potential or perceived conflicts of interest that the applicant or any of the key personnel have in relation to this project. Yes: No:

“In a small country like ours, conflicts of interest in our working lives are natural and unavoidable. The existence of a conflict of interest does not necessarily mean that someone has done something wrong, and it need not cause problems. It just needs to be identified and managed carefully...”

<https://www.oag.govt.nz/2007/conflicts-public-entities>

If you answered “Yes” to any question from 39 to 44, please provide a description below:

By completing the details below, the applicant makes the following declarations about its application for Provincial Growth Fund funding for the project ("application"):

- I have read, understand and agree to the Terms and Conditions of applying for Provincial Growth Fund funding which are attached as Appendix 1;
- The statements in the application are true and the information provided is complete and correct, and there have been no misleading statements or omissions of any relevant facts nor any misrepresentations made;
- I have secured all appropriate authorisations to submit the application, to make the statements and to provide the information in the application;
- I have obtained the permission of each member of the Project Team to provide the information contained in this application and those individuals are aware of, and agree to, the Terms and Conditions of applying for Provincial Growth Fund funding which are attached as Appendix 1;
- I consent to this application being publically released if funding is approved. I have identified the commercially sensitive and personal information.
- The applicant warrants that it has no actual, potential or perceived conflict of interest (except any already declared in the application) in submitting the application, or entering into a contract to carry out the project. Where a conflict of interest arises during the application or assessment process, the applicant will report it immediately to the Provincial Development Unit by emailing PGF@mbie.govt.nz; and
- I understand that the falsification of information, supplying misleading information, or the suppression of material information in this application, may result in the application being eliminated from the assessment process and may be grounds for termination of any contract awarded as a result of this application process.
- The applicant consents to the Provincial Growth Fund undertaking due diligence including any third party checks as may be required to fully assess the application.

Full name:

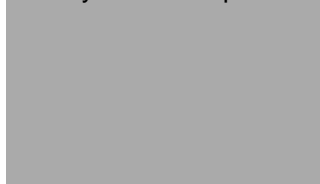
Steven May

Title / position:

Chief Executive Officer

Signature / eSignature:

Privacy of natural persons



Date:

28 November 2019

Appendix 1 – Terms and Conditions of this Application

General

The terms and conditions are non-negotiable and do not require a response. Each applicant that submits a request for Provincial Growth Fund (“PGF”) funding (each an “application”) has confirmed by their signature (or e-signature) on the application that these terms and conditions are accepted without reservation or variation.

The Provincial Growth Fund is a government initiative which is administered by the Provincial Development Unit, a unit within the Ministry of Business, Innovation and Employment. Any reference to the Provincial Development Unit in these terms and conditions, is a reference to MBIE on behalf of the Crown.

Reliance by Provincial Development Unit

The Provincial Development Unit may rely upon all statements made by any applicant in an application and in correspondence or negotiations with the Provincial Development Unit or its representatives. If an application is approved for funding, any such statements may be included in the contract.

Each applicant must ensure all information provided to the Provincial Development Unit is complete and accurate. The Provincial Development Unit is under no obligation to check any application for errors, omissions, or inaccuracies. Each applicant will notify the Provincial Development Unit promptly upon becoming aware of any errors, omissions, or inaccuracies in its application or in any additional information provided by the applicant.

Ownership and intellectual property

Ownership of the intellectual property rights in an application does not pass to the Provincial Development Unit. However, in submitting an application, each applicant grants the Provincial Development Unit a non-exclusive, transferable, perpetual licence to use and disclose its application for the purpose of assessing and decision making related to the PGF application process. Any hard copy application or documentation supplied by you to the Provincial Development Unit may not be returned to you.

By submitting an application, each applicant warrants that the provision of that information to the Provincial Development Unit, and the use of it by the Provincial Development Unit for the evaluation of the application and for any resulting negotiation, will not breach any third-party intellectual property rights.

Confidentiality

The Provincial Development Unit is bound by the Official Information Act 1982 (“OIA”), the Privacy Act 1993, parliamentary and constitutional convention and any other obligations imposed by law. While the Provincial Development Unit intends to treat information in applications as confidential to ensure fairness for applicants during the assessment and decision making process, the information can be requested by third parties and the Provincial Development Unit must provide that information if required by law. If the Provincial Development Unit receives an OIA request that relates to information in this application, where possible, the Provincial Development Unit will consult with you and may ask you to confirm whether the information is considered by you to be confidential or still commercially sensitive, and if so, to explain why.

Use and disclosure of information

The Provincial Development Unit will require you to provide certain information, including personal information, on application forms if you wish to apply for funding. If you do not provide all of the information that is required on an application form, the Provincial Development Unit may be unable to process or otherwise progress your application.

MBIE will generally only use personal information provided in the application process for the purpose of administering the PGF which includes assessing an application you have submitted, contracting, monitoring compliance and reporting.

We may use personal information provided to us through the application for other reasons permitted under the Privacy Act (e.g. with your consent, for a directly related purpose, or where the law permits or requires it).

The Provincial Development Unit may disclose any application and any related documents or information provided by the applicant, to any person who is directly involved in the PGF application and assessment process on its behalf including the Independent Advisory Panel (“IAP”), officers, employees, consultants, contractors and professional advisors of the Provincial Development Unit or of any government agency. The disclosed information will only be used for the purpose of participating in the PGF application and assessment process, including assessment and ongoing monitoring, which will include carrying out due diligence. Due diligence may involve MBIE disclosing information to another MBIE business unit or relevant agency in order to assess the application and verify the information contained in the application and accompanying documents.

MBIE will generally not otherwise disclose personal information provided or collected through this application unless required or otherwise permitted by law. For example, we may seek your consent to undertake additional due diligence checks and request information from other relevant third parties. If an application is approved for funding, information provided in the application and any related documents may be used for the purpose of contracting.

In the interests of public transparency, if an application is approved for funding, the application (and any related documents) may be published by the Provincial Development Unit. Commercially sensitive and personal information will be redacted by reference to the provisions of the Official Information Act 1982.

Limitation of Advice

Any advice given by the Provincial Development Unit, any other government agency, their officers, employees, advisers, other representatives, or the IAP about the content of your application does not commit the decision maker (it may be Senior Regional Officials, Ministers or Cabinet depending on the level of funding requested and the nature of the project) to make a decision about your application.

This limitation includes individual members of the IAP. The IAP's recommendations and advice are made by the IAP in its formal sessions and any views expressed by individual members of the IAP outside of these do not commit the IAP to make any recommendation.

No contractual obligations created

No contract or other legal obligations arise between the Provincial Development Unit and any applicant out of, or in relation to, the application and assessment process, until a formal written contract (if any) is signed by both the Provincial Development Unit and a successful applicant.

No process contract

The PGF application and assessment process does not legally oblige or otherwise commit the Provincial Development Unit to proceed with that process or to assess any particular applicant's application or enter into any negotiations or contractual arrangements with any applicant. For the avoidance of doubt, this application and assessment process does not give rise to a process contract.

Costs and expenses

The Provincial Development Unit is not responsible for any costs or expenses incurred by you in the preparation of an application.

Exclusion of liability

Neither the Provincial Development Unit or any other government agency, nor their officers, employees, advisers or other representatives, nor the IAP or its members will be liable (in contract or tort, including negligence, or otherwise) for any direct or indirect damage, expense, loss or cost (including legal costs) incurred or suffered by any applicant, its affiliates or other person in connection with this application and assessment process, including without limitation:

- a) the assessment process
- b) the preparation of any application
- c) any investigations of or by any applicant
- d) concluding any contract
- e) the acceptance or rejection of any application, or
- f) any information given or not given to any applicant(s).

By participating in this application and assessment process, each applicant waives any rights that it may have to make any claim against the Provincial Development Unit. To the extent that legal relations between the Provincial Development Unit and any applicant cannot be excluded as a matter of law, the liability of the Provincial Development Unit is limited to \$1.

Nothing contained or implied in or arising out of the PGF documentation or any other communications to any applicant shall be construed as legal, financial, or other advice of any kind.

Inducements

You must not directly or indirectly provide any form of inducement or reward to any IAP member, officer, employee, advisor, or other representative of the Provincial Development Unit or any other government agency in connection with this application and assessment process.

Governing law and jurisdiction

The PGF application and assessment process will be construed according to, and governed by, New Zealand law and you agree to submit to the exclusive jurisdiction of New Zealand courts in any dispute concerning your application.

Public statements

The Provincial Development Unit and any other government agency, or any relevant Minister, may make public in whole or in part this application form including the following information:

- the name of the applicant(s)
- the application title
- a high-level description of the proposed project/activity
- the total amount of funding and the period of time for which funding has been approved
- the region and/or sector to which the project relates

The Provincial Development Unit asks applicants not to release any media statement or other information relating to the submission or approval of any application to any public medium without prior agreement of the Provincial Development Unit.

Electronic signature

You can only file documents and information with us using an electronic signature if you're the signatory, or have authority to act on behalf of the signatory, and are using software that complies with our standards, in particular keeping records of transactions where an electronic signature has been used. Once a document with your electronic signature has been filed with us, we consider the information:

- has been provided with your full knowledge and agreement
- is authentic and accurate
- wasn't amended after your electronic signature was added to the document, unless a change has been clearly marked on the document.

You're responsible for:

- safeguarding how and when your electronic signature and credentials are used on documents and information
- managing who has authority to use your electronic signature on your behalf, for example, a chartered accountant.

If your electronic signature on a document or information is filed with us, you won't be able to dispute having signed and approved the document or information. If we question the authenticity of an electronic signature or online transaction, you must be able to demonstrate on request the validity of the software used to apply your electronic signature to the document.

You must use electronic signature software that captures authentication, time and source details for any online transaction where a document with your electronic signature has been filed. These details must be held within the software itself, in the form of a file that:

- is maintained in its original form with no amendments, and
- can be provided to us, if requested, within a specified time.

The file must be treated as a record, as defined by the Companies Act 1993, and a business record as defined by the Evidence Act 2006.

Appendix 2 - Operational criteria for all tiers of the Fund

Link to Fund and government outcomes

- Demonstrate the ways in which the project will contribute to lifting the productivity potential of the region
- Demonstrate how the project contributes to the Fund's objectives of:
 - more permanent jobs
 - benefits to the community and different groups in the community
 - increased utilisation and returns for Māori from their asset base (where applicable)
 - sustainability of natural assets (e.g. water, soil integrity, the health and ecological functioning of natural habitats)
 - mitigating or adapting to climate change effects, including transitioning to a low emissions economy
- Clear evidence of public benefits (i.e. benefits other than increased profitability for the applicant)
- Are in a Government priority region or sector

Additionality

- Project is not already underway, does not involve maintenance of core infrastructure or assets (except for rail and transport resilience initiatives), and does not cover activities the applicant is already funded for (funding could be considered to increase the scale of existing projects or re-start stalled projects)
- Demonstrated benefit of central Government investment or support
- Detail of any supporting third party funding (and any funding sought unsuccessfully)
- Acts as a catalyst to unlock a region's productivity potential
- Demonstrated links to other tiers of the Fund and related projects, to maximise value of Government investment

Connected to regional stakeholders and frameworks

- Evidence of relevant regional and local support, either through existing regional development mechanisms, or through another relevant body such as a council, iwi or other representative group (or reasons for any lack of local support)
- Has been raised and discussed with the region's economic development governance group
- Alignment with, or support for the outcomes of, any relevant regional development plan, Māori development strategy or similar document (whether regional or national)
- Demonstrated improvement in regional connectedness (within and between regions)
- Leverage credible local and community input, funding, commercial and non-commercial partners
- Utilise existing local, regional or iwi/Māori governance mechanisms

Governance, risk management and project execution

- Evidence of robust project governance, risk identification/management and decision-making systems and an implementation plan appropriate to the size, scale and nature of the project
- Future ownership options for capital projects, including responsibility for maintenance, further development, and other relevant matters
- Benefits and risks clearly identified and quantified, depending on the scale of the initiative
- Evidence of potential exit gates and stop/go points, and a clear exit strategy
- Clearly identifies whole of life costs (capital and operating)
- Dependencies with other related projects are identified
- Evidence of sustainability after conclusion of PGF funding
- Adequacy of asset management capability (for capital projects)
- Compliance with international obligations (where relevant)