

Status of EIP <b>On Track</b>	IAF Funding Contracted <b>\$98.9M</b>	IAF Funding Paid this Quarter <b>\$0</b>	Total IAF Funding Paid <b>\$0</b>	IAF Remaining to be Paid <b>\$98.9M</b>
Status of Dwellings <b>On Track</b>	Co-Funding Spent to Date <b>\$1.3M</b>	Total Cost to Date <b>\$2.7M</b> <small>IAF Payments + IAF Accruals + Co-Funding Spent to Date</small>	Forecast Cost to Complete <b>\$132.9M</b> <small>(incl. IAF Funding)</small>	Forecast Cost at Completion <b>\$135.6M</b> <small>Total Cost to Date + Forecast Cost to Complete</small>

**Progress & Qualitative Intelligence:**

Hutt City Council has approved the preferred stormwater solution (Option 1b: Kings Crescent Pump Station with Kings Crescent Interceptor) determined through the early-stage feasibility investigations. This stormwater pipeline solution will now be progressed through Stage 2 (Pre-Implementation) with Council in the process of tendering for Early Contractor Involvement for both the Stormwater and Wastewater projects.

A Delivery Plan has been agreed in principle between the IAF and Council and is now in the process of being finalised for execution. The Delivery Plan will reflect the updated stormwater solution recently approved by Hutt City Council which meets Council's housing enablement commitment.

Hutt City Council has been meeting with housing developers informally to promote Housing Development opportunities. This is an on-going process and Council advise they are regularly on the look-out for suitable land becoming available for residential development by Urban Plus Ltd.

Council has advised that dwellings are likely to be delivered later than originally planned. This reflects the current economic environment with costs (land, interest rates, insurance, construction) and lower property prices, currently affecting the feasibility of development. Additionally, the volume of housing built by Kāinga Ora is expected to be lower than previously forecast based on Budget 2024 announcements, which may impact the number of social housing dwellings council had forecast to be built in their IAF agreements.

**Risks & Issues:**

It has recently been reported that the Melling pedestrian bridge over the Hutt River, which was to be delivered by the RiverLink Alliance, as part of the Melling Interchange Upgrades would no longer be funded by NZTA. The Melling Interchange Upgrade and the pedestrian bridge are vitally important to housing growth within central Hutt and the IAF are meeting with Hutt City Council in October, to discuss the implications of the pedestrian bridge not being delivered. Given the scale of these projects and their location within an urban environment, there will be various risks and issues that require dedicated management throughout the project's delivery. Council will continue to manage and mitigate these risks accordingly as the projects progress.

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**Enabling Infrastructure Projects**

IAF Funded	Forecast Completion	IAF Funding Contracted	IAF Paid this QTR	IAF Paid Total
<b>IAF Funded</b>				
Melling Stormwater Pipeline	December 2026	\$31.5M	\$0	\$0
Woburn Stormwater Pipeline	June 2028	\$67.4M	\$0	\$0
<b>Non-IAF Funded</b>				
Eastern Hills Reservoir Project	December 2029	\$0.0M	\$0	\$0
Wastewater Pipeline	December 2026	\$0.0M	\$0	\$0
<b>Total</b>		<b>\$98.9M</b>	<b>\$0</b>	<b>\$0</b>

**Housing Outcome Agreements**

	Total Dwellings	Consented	Under Construction	Completed this Quarter	Completed Total
<b>Housing Outcome Agreement Dwellings</b>	<b>70</b>	<b>80</b>	<b>5</b>	<b>20</b>	<b>72</b>
33 Atiawa Cres, Waiwhetu, Lower Hutt Urban Plus Limited	10	60	5	0	52
Brook Street, Waiwhetu, Lower Hutt Urban Plus Limited	20	20	0	20	20
Cambridge Terrace, Epuni, Lower Hutt Urban Plus Limited	28	0	0	0	0
Riverside Drive, Epuni, Lower Hutt Urban Plus Limited	12	0	0	0	0
<b>Non-Housing Outcome Agreement Dwellings</b>	<b>3,450</b>	<b>666</b>	<b>211</b>	<b>75</b>	<b>172</b>
Non-HOA Dwellings (as per FA)	3,450	666	211	75	172
<b>Total</b>	<b>3,520</b>	<b>746</b>	<b>216</b>	<b>95</b>	<b>244</b>

**Total Dwellings as per Funding Agreement 3,520**

**Dwellings Enabled (Forecast) December 2029**

## P150 – Hutt City: RiverLink &amp; Valley Floor Intensification

KEY INFORMATION	
Funding Recipient:	Hutt City Council
Total amount of IAF Funding & IAF Funding Paid	\$98,900,000/ \$950,026 paid
Number of dwellings to be enabled	3,520
Developers who have signed HOAs	Urban Plus
Other key stakeholders (NZTA, IFF, etc.)	NZTA & GWRC
SPECIAL CONDITIONS & NUANCES	
Conditions and Item 18	Not so much a condition but more in relation to how the wider RiverLink projects are defined in the IAF Funding Agreement. As the transport upgrades (NZTA) and stop bank upgrades (GWRC) are not the responsibility of Hutt City Council, rather than these being defined as Non-IAF Funded Infrastructure Projects they have specifically been defined as Related Enabling Infrastructure Projects in the agreement.
Other nuances	
Delivery Plans agreed (purpose, changes)	<p>A delivery plan was also recently agreed to update the Stormwater solution following HCC's feasibility investigations and optioneering work. Originally council thought two stormwater pipelines were required however following their investigations it was determined a single pipeline solution would deliver their housing outcome objectives at a lower cost. This was approved by Council and Kāinga Ora and a delivery plan was agreed to document the changes.</p> <p>A Delivery Plan is currently being prepared to include the City Link Bridge project and reallocate \$27m from the stormwater pipeline project to the bridge project. This request to reallocate funding from the stormwater project to the city link bridge was put to Ministers and approved in March 2025.</p>
STATUS	
Infrastructure Projects (status update including which stage the project is in, overall on track or delayed, within or over budget)	<p>Stormwater Pipeline (\$72m IAF)</p> <p>City Link Bridge (\$27m IAF)</p> <p>Wastewater Pipeline</p> <p>Eastern Hills Reservoir</p>
Progress made by the developers, dwellings enabled, built	
RISKS & ISSUES	
Risks, issues, concerns, blockages, frustrations	The stormwater, wastewater and city link bridge projects all integrate with the RiverLink (Melling Interchange and Stop bank Upgrades) project works area. Therefore, the

	projects final completion dates are reliant on the integration and delivery of projects that are outside of Hutt City Council's control.
Delivery Plan in progress or possible in the near future, what for and why.	A Delivery Plan was in progress to reflect the variation request to transfer funds between projects which was approved by Ministers. The IAF had been working with Hutt City Council on this for a number of months but council have been unable to provide the information required to finalise the Delivery Plan prior to the IAF transferring to NIFF. Council are still working on finalising the Delivery Plan and have said they wil now provide this to NIFF. NIFF will therefore need to engage with Hutt City Council to finalise this Delivery Plan.
Any issues with funding payments to recipients and blockages that occur to getting funds paid out.	Council is very slow at providing the final invoicing information and signoff required for payments to be made.
Key contacts and escalation points for councils and developers.	
Funding draw forecast for each (if available/ known).	

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[UNCLASSIFIED]

**From:** 9(2)(a) [redacted] <[redacted]@kaingaora.govt.nz>  
**Sent:** Monday, March 10, 2025 4:42 PM  
**To:** Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Cc:** 9(2)(a) [redacted] <[redacted]@kaingaora.govt.nz>; 9(2)(a) [redacted] <[redacted]@treasury.govt.nz>  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

Hi Carey,

Please see my response in red alongside your questions.

1. The new option appears to be a suitable solution, on the assumption that the Regional consents can be gained and that the residual flood issues can be managed, can you provide an update on these and comment on the level of risk? **A consenting strategy was included within the documents we've provided you as well as a risk register. Future engagement with GWRC will be undertaken in Phase / Stage 2 as a mitigation to the consenting risks.**
2. We do however note that it is difficult to see from the feasibility report the wider trade-offs between original and new option. Does the new project does not cover off the residual flood hazard risk that the two-pipeline option did? **IAF funding for all agreements was assessed against certain criteria with the key focus being on the level of housing enablement. In this case HCC have undertaken their feasibility assessment and determined that a single stormwater pipeline will provide sufficient mitigation and deliver their obligations around housing enablement within the IAF Agreements. That's what's being assessed here and not the residual flood hazard risk between two stormwater pipelines or a single pipeline.**
3. What is the P level on the new one pipe option. **P95**

We were informed the Minister was wanting to see this briefing ASAP and the deadline provided by the minister's office of last Friday for MHUD and the TSY to provide input has now been missed. Can you please let us know when you'll be providing your recommendation / inputs to the briefing?

Ngā mihi,

9(2)(a) [redacted]

Senior Commercial Lead  
Infrastructure Acceleration Fund

Mobile: 9(2)(a) [redacted]

Email: 9(2)(a) [redacted]

[UNCLASSIFIED]

**From:** Carey Tasker <[Carey.Tasker@hud.govt.nz](mailto:Carey.Tasker@hud.govt.nz)>**Sent:** Monday, 10 March 2025 11:44 AM**To:** 9(2)(a) <[REDACTED]@kaingaora.govt.nz>**Cc:** 9(2)(a) <[REDACTED]@kaingaora.govt.nz>; 9(2)(a) <[REDACTED]@treasury.govt.nz>**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

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Thanks for the response 9(2)(a)

A couple of Stormwater queries:

1. The new option appears to be a suitable solution, on the assumption that the Regional consents can be gained and that the residual flood issues can be managed, can you provide an update on these and comment on the level of risk?
2. We do however note that it is difficult to see from the feasibility report the wider trade-offs between original and new option. Does the new project does not cover off the residual flood hazard risk that the two-pipeline option did?
3. What is the P level on the new one pipe option.

Thanks

**Carey Tasker** (he/him)Manager | Crown Entity Monitoring  
Organisational Performance[Carey.Tasker@hud.govt.nz](mailto:Carey.Tasker@hud.govt.nz) | Phone: +64 9 953 6425 | Mobile: 9(2)(a)[www.hud.govt.nz](http://www.hud.govt.nz) | APO, Lvl 7, 45 Queen Street, Auckland

Out of Scope

**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

**From:** s 9(2)(a) @kaingaora.govt.nz  
**Sent:** Monday, March 10, 2025 11:25 AM  
**To:** Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Cc:** s 9(2)(a) @kaingaora.govt.nz; s 9(2)(a) @treasury.govt.nz  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

Hi Carey,

The IAF tracks payments of each milestone in relation to the maximum IAF payment amount per milestone. Where the IAF payment is less than the maximum amount allowed for within the agreement, the difference is tracked in an "IAF Savings Register". Part 2 Clause 1.1 of the Funding Agreement provides Recipients the opportunity to request for excess Eligible Costs to be carried forward to be claimed against the next milestone for that project if the Eligible Costs for the next milestone are less than the Maximum IAF Funding Payment Milestone. The IAF Team therefore tracks payments of each milestone in relation the Maximum IAF Payment Milestone, to record any IAF savings.

In relation to the RiverLink Agreement, the majority of IAF funding (\$89.3m) sits within Stage 3 (Implementation) & Stage 4 (Practical Completion). Milestones and Maximum IAF Payment for each of these will be agreed within a future Delivery Plan once HCC have completed their Stage 2 works. Part of the deliverables for the Stage 2 works include completing detailed design and updating costs estimates for the project once a high degree of certainty around design is known.

In terms of point 3 below, the HCC's cost estimate for the non-IAF funded wastewater project increased from \$38.8m when the projects were submitted to the IAF for consideration to \$61m in mid-2024. HCC has allowed for the full \$61m within their LTP clearly showing their commitment to the IAF projects. Point 3 within the letter is simply HCC outlining to the IAF that they would be interested in a "potential opportunity" to transfer some surplus IAF funding to the wastewater project in the event that IAF funding is not transferred to the City Link Bridge.

Ngā mihi,

s 9(2)(a)

Senior Commercial Lead  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a)

Email: s 9(2)(a)



[UNCLASSIFIED]

From: Carey Tasker <Carey.Tasker@hud.govt.nz>  
Sent: Friday, 7 March 2025 2:37 PM  
To: s 9(2)(a) @kaingaora.govt.nz; s 9(2)(a) @treasury.govt.nz  
Cc: s 9(2)(a) @kaingaora.govt.nz  
Subject: RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

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Hi all

I had one more query:

In the HCCs letter of the 3 February they reference KO holding savings in a 'savings register', can you provide more information on this and point 2 & 3 below directly after this, including comment around the need to support the wastewater project?

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The above table shows a reduction in IAF funding to the value of \$26,900,260 (termed as a funding surplus). Kāinga Ora has advised that they will keep the surplus in a savings register, and possible opportunities to drawdown this amount include:

1. Potential opportunity to request Kainga Ora and Minister of Housing to transfer this surplus to City Link Bridge which is crucial part of the RiverLink project to enable urban development and housing intensification in Lower Hutt but has been unsuccessful in securing funding from National Land Transport Fund walking and cycling activity class due to change in Government Policy Statement 2024.
2. Any surplus IAF funding will be allocated to an "Unclaimed IAF Funding" reserve, which can be drawn upon at later project milestones if genuine cost increases exceed the total estimated cost for that milestone, as outlined in the delivery plan.
3. Potential opportunity to request Kainga Ora and Minister of Housing to transfer this surplus to the IAF Wastewater project preferably at end of Stage 2, when we will have greater certainty around projects costs and timelines for Stage 3 (construction).

It is important to note that any movement of funds from stormwater project to another project will require ministerial approval, with option 1 as preference.

**Carey Tasker** (he/him)

Manager | Crown Entity Monitoring

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[UNCLASSIFIED]

**From:** Carey Tasker  
**Sent:** Friday, March 7, 2025 2:09 PM  
**To:** s 9(2)(a) @kaingaora.govt.nz; s 9(2)(a) @treasury.govt.nz  
**Cc:** 9(2)(a) @kaingaora.govt.nz  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

Good afternoon

I need to discuss feedback with Glenn on Monday. I will aim to get HUD's comment back to you on Tuesday.

Is the below as possible option? Just a thought.

Is there an option for the IAF funds to remain within the stormwater project and reduce HCC co-funding share? HCC can then redeploy their co-funding saving to the bridge. This would mean that the bridge would be 100% HCC funded but the total IAF funding would remain within the stormwater project. The crown would then only have exposure to one project instead of two projects.

Thanks

**Carey Tasker** (he/him)  
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**From:** s 9(2)(a) @kaingaora.govt.nz  
**Sent:** Thursday, March 6, 2025 2:50 PM  
**To:** Carey Tasker <Carey.Tasker@hud.govt.nz>; s 9(2)(a) @treasury.govt.nz  
**Cc:** s 9(2)(a) @kaingaora.govt.nz  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

Hi Carey and 9(2)(a)

Could you please let me know how you're getting on with providing input/recommendations? I have been asked about timing from the Minister's Office and need to manage expectations internally.

Nga mihi,

9(2)(a)

s 9(2)(a)

Director  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a)

Email: s 9(2)(a)

[UNCLASSIFIED]

From: s 9(2)(a)

Sent: Tuesday, 4 March 2025 11:08 AM

To: Carey Tasker &lt;Carey.Tasker@hud.govt.nz&gt;

Cc: s 9(2)(a) @treasury.govt.nz; s 9(2)(a) @invisio.co.nz; s 9(2)(a) @kaingaora.govt.nz; s 9(2)(a) @treasury.govt.nz

Subject: RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

Kia ora Carey,

My apologies for the delay in responding. I was away sick on Thursday and Friday last week and catching up yesterday. All of the requested material related to the stormwater variation has been collated and is available in the shared drive here: [RiverLink Variation Request](#). Carey, s 9(2)(a) have been invited to this site and should be able to access the information however, we have not been able to provide s 9(2)(a) with access due to external email account.

In regard to the variation, this is a complete change from the view of HUD through development of the Change Control Framework (CCF), and is really unhelpful after the fact. The stormwater variation was discussed with HUD multiple times, was used as the specific example in the CCF and when completed, was informed via the agreed channel - the Quarterly Report. If HUD has concerns about this variation, it should have been raised in response to the last two Quarterly Reports. The Q1 Report from September 2024 clearly states *"A Delivery Plan has been agreed in principle between the IAF and Council and is now in the process of being finalised for execution. The Delivery Plan will reflect the updated stormwater solution recently approved by Hutt City Council which meets Council's housing enablement commitment."*

While the variation could be considered a material scope change from the point of view of construction project management, this is very different to what constitutes materiality for the IAF. The distinction is very important. The role of the IAF is as a *partial funder* of a large and complex programme with the sole purpose to enable housing outcomes on an accelerated timeframe. The objective is to support councils by filling the funding gap between what they can afford and how much these projects cost. As per our Agreement, the Council completed their feasibility work and chose the best solution for enabling the housing outcomes. This was anticipated in the Funding Agreement and is viewed as a very positive result by the IAF Team. All of the work that went into the variation is included in the files, which followed the standard process of using the Variation Request Form, a Reasonability Assessment and internal memos for approval.

In regard to the City Link Bridge, I've responded to your questions below.

1. The information that KO has sighted in relation to the other funding options, including HCC's commitment to co-funding should the variation be agreed (including the ability to fund any cost overruns), and their alternative options should the variation not be agreed.

The City Link Bridge is included in the LTP 2024-2034 with a budget \$55M. Council has confirmed that the alternative, should the variation not be agreed, is for Council to reconsider the viability of this project

due to "extremely high" impact on the LTP 2024-34. This may lead to council removing all funding for this project.

s 9(2)(b)(ii)

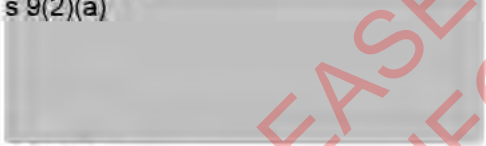


- 3. Any further details on the assessment of the impacts on funding agreement outcomes (and co-benefits / outcomes), IAF objectives and value for money (VFM framework). Specifically in relation to how the bridge directly enables housing.

The City Link Bridge makes access to the central city (the primary IAF catchment area i.e. the area serviced by the stormwater and wastewater upgrades) from the relocated Melling train station possible within a 10 minutes' walk. Proximity to a train station providing quick and direct access to the main centre of employment for the region (Wellington CBD) is a primary consideration when people select a place to live. Without this access, the central city will not live up to its residential intensification potential. Moreover, without City link Bridge and city intensification, the Greater Wellington Regional Council will unlikely to keep the Melling rail line open as per their media statement. This will further reduce the attractiveness of the area for housing with reduced multi-modal transport access.

If both parties could **please confirm their ETA for providing input and a recommendation**, that would be greatly appreciated. The initial extension sought was for two weeks which concludes at the end of this week. If we could have input and recs by then, we could aim to have it to Ministers by mid next week.

Nga mihi,  
s 9(2)(a)



Director  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a)  
Email: s 9(2)(a)

**From:** Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Sent:** Wednesday, 26 February 2025 12:42 PM  
**To:** s 9(2)(a) @kaingaora.govt.nz  
**Cc:** s 9(2)(a) @treasury.govt.nz; 9(2)(a) @invisio.co.nz; s 9(2)(a) s 9(2)(a) @kaingaora.govt.nz; s 9(2)(a) @treasury.govt.nz  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

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Good afternoon s 9(2)(a)

Thank you for your swift response to my e-mail from last Thursday and the attachments you sent.

Further to this we note that you have made the changes to the HCC funding agreement, but we believe that rescoping the stormwater solutions from two projects to a single pipeline with a saving of approximately 30% / \$30m to be significant or material. We believe that this should have resulted in more consultation than the high-level comment in the quarterly reports, which, in our opinion, does not reflect the magnitude of the change. As such, we would like to sight the underlying information and decision process to, more fully, understand the implications of the decision.

In relation to this please can you provide the following:

1. The timeline of the communications and supporting information between HCC and KO in relation to raising and agreeing this variation, from initially raising through to submission of the variation and approval.
2. The supporting documentation that you mention in your e-mail, including the variation request and all supporting documentation supplied and requested / sighted by KO.
3. Details of the process the KO undertook to assess the implications and trade offs (including assurance undertaken and additional assessment) of the variation including:
  - i. Impact on funding agreement outcomes, IAF objectives and value for money (VFM framework).
  - ii. Effectiveness of the stormwater solution (i.e. on flood management impacts, ability to cope for significant storm events etc.) including any trade-offs made between the original solution and the preferred option (this would typically be documented in an options assessment report / paper)
  - iii. Details of the new / preferred option and confidence in delivery (cost estimates, schedule, interdependencies, and risks), including any high-level plans / maps of the project and the updated delivery plan and supporting information.
  - iv. What issues / opportunities gave rise to the change in stormwater solutions. It appears that at there was always a better solution to the stormwater than the Melling and Woburn pipeline projects. Is this the case, or has some underlying / interdependency changed, given the scale of the difference between the original and current option?
4. Documentation / evidence of your sign out procedure / process.

With respect to the City Link Bridge, please provide more detail on:

1. The information that KO has sighted in relation to the other funding options, including HCC's commitment to co-funding should the variation be agreed (including the ability to fund any cost overruns), and their alternative options should the variation not be agreed.
2. The delivery confidence (cost estimates, schedule, risks etc.).
3. Any further details on the assessment of the impacts on funding agreement outcomes (and co-benefits / outcomes), IAF objectives and value for money (VFM framework). Specifically in relation to how the bridge directly enables housing.

I trust this clarifies the information that we require to better understand both the stormwater project and bridge projects.

Please note that we have discussed this with Treasury, and they will be providing their own comment directly, I have also cc'd s 9(2)(a) so they are aware of the correspondence.

Please contact me should you want to discuss further.

Thanks

**Carey Tasker** (he/him)

Manager | Crown Entity Monitoring

Organisational Performance

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[UNCLASSIFIED]

**From:** s 9(2)(a) @kaingaora.govt.nz>

**Sent:** Friday, February 21, 2025 10:23 AM

**To:** Carey Tasker <Carey.Tasker@hud.govt.nz>

**Cc:** s 9(2)(a) @treasury.govt.nz>, s 9(2)(a) @invisio.co.nz>; s 9(2)(a)

s 9(2)(a) @kaingaora.govt.nz>

**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation Queries

Kia ora,

Please see response below in relation the questions raised in your email last night.

In terms of point 1, the variation is not something that was "verbally advised" – it's clearly stated in para 10 of the briefing and is included in the last two Quarterly Reports as underway and having occurred, which is the agreed mechanism for informing of these types of changes to HUD. It is also something that has been discussed with HUD numerous times and is used as the example in the agreed (between HUD and KO) Change Control Framework as not material (line 9 in attached).

In implementing this Delivery Plan with Hutt City, the agreed process was followed whereby Council submitted a Variation Request Form with supporting documentation, the IAF Senior Commercial Lead worked through it with Council, completed the reasonability assessment, worked with legal to draft a Delivery Plan and put it through the process whereby it was endorsed by me and signed-off by the GM. This is the role of the IAF Team in administering the fund.

You also raised a point on the phone yesterday regarding the Minister's LOE however, it did not appear to be understood that there was a response sent from our Board chairman back to the Minister to clarify and, a further response from the Minister stating that continuing to work under the Agency Agreement was the expectation. I attach both for your information. The lack of a formally agreed CCF appears to be causing concern here and is detracting from the decision that is now needed by Council in relation to the City Link

Bridge. I once again note that the CCF is within HUD's control and is something that has been repeatedly raised as causing issues and blurred lines in processing Delivery Plans for more than two years. Treasury raised this as a concern in the latest briefing for the Hamilton variation as well.

In terms of process, I also note that the Reasonability Assessment template was circulated to both HUD and Treasury last year to ensure that it included all the key points and answered any questions to allow each party to develop a view and provide input/recommendations. I fully acknowledge each variation will have nuances but the specific questions raised in point 2 is another example of HUD going outside of the process and is the reason why the form was developed - to streamline information sharing consistently.

In terms of Question 2 <sup>9(2)(a)</sup> is away today so in the interest of time, I will provide answers to the best of my knowledge, noting that he is the lead and conducted the assessment.

- a. What other sources or mechanisms of funding or financing have been considered / investigated and why were they not progressed?

This is clearly stated in the briefing as due to the bridge no longer being eligible for NLTP funding. Council explored the option to deliver via the Alliance without NZTA funding however, costs came in much higher than if they delivered on their own. Given that IAF Agreements were designed to plug the funding gap in infrastructure solutions and the timing of the change in the GPS-LT in conjunction with the revised stormwater solution being approved by Council, it is logical that Council make the variation request as a mitigation. Plan B is likely to involve amending the LTP and pushing out timeframes for delivery of the bridge. <sup>9(2)(g)(i)</sup>

<sup>9(2)(g)(i)</sup>

- b. What is the delivery confidence (cost estimates, schedule , risks etc.)? I do not have this information to hand
- c. What are the impacts on funding agreement outcomes, IAF objectives and value for money (VFM framework).  
The impact is that without the reallocation, outcomes and objectives are unlikely to be achieved, certainly not within the accelerated timeframe. VFM for the IAF has always been based on amount of IAF-funding per dwellings enables and outcomes achieved. Given the amount of IAF funding does not change and all dwellings will be enabled as a result, and outcomes achieved, we do not consider there is an impact on the investment decision or value proposition.
- d. Should the costs of the City Link Bridge escalate outside of the forecast costs, what is the ability of HCC to cover these increased costs. As with all IAF Funding Agreements, Councils bear all cost risk. If the costs were to escalate, Council would be required to make amendments to their LTP to meet costs.

If this does not provide sufficient answers to your questions, please let me know. We did not send our briefing up yesterday and have advised the Minister's office that both HUD and Treasury require an additional week to provide their view and recommendation. If you do not believe you will be able to provide input by COB Friday, 28 February, please let me know as soon as possible so that I can manage expectations accordingly.

Nga mihi,  
s 9(2)(a)

Director  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a)

Email: s 9(2)(a)

[UNCLASSIFIED]

**From:** Carey Tasker <Carey.Tasker@hud.govt.nz>

**Sent:** Thursday, 20 February 2025 5:47 PM

**To:** s 9(2)(a) @kaingaora.govt.nz

**Cc:** s 9(2)(a) treasury.govt.nz; s 9(2)(a) @invisio.co.nz

**Subject:** Hutt City RiverLink and Valley Floor IAF Variation Queries

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Good evening s 9(2)(a)

Further to our recent conversation and correspondence on the Hutt City RiverLink and Valley Floor IAF variation, HUD in conjunction with Treasury has the following questions and information requests. We also request any supporting or technical information you have received, commissioned or developed.

1. KO has verbally advised us that it has varied the funding agreement with Hutt City Council in relation to the Melling and Woburn Stormwater pipelines. Please provide documentation on the assessment of this change including:
  - a. The timeline of the communications and supporting information between HCC and KO in relation to raising and agreeing this variation, given that this has only been notified to HUD and Treasury recently.
  - b. The sign off and approval process which KO undertook.
  - c. Details of the process the KO undertook to assess the implications (including assurance undertaken and additional assessment) of the variation including:
    - i. Impact on funding agreement outcomes, IAF objectives and value for money (VFM framework).
    - ii. Effectiveness of the stormwater solution (i.e. on flood management impacts, ability to cope for significant storm events etc.) including any trade-offs made between the original solution and the preferred option.
    - iii. Details of the new / preferred option and confidence in delivery (cost estimates, schedule, interdependencies, and risks), including any high-level plans of the project

- iv. Given all other items being equal, it appears that there was always a better solution to the stormwater than the Melling and Woburn pipeline projects. Is this the case or has some underlying / interdependency changed?

2. With respect to the City Link Bridge:

- a. What other sources or mechanisms of funding or financing have been considered / investigated and why were they not progressed?
- b. What is the delivery confidence (cost estimates, schedule , risks etc.)?
- c. What are the impacts on funding agreement outcomes, IAF objectives and value for money (VFM framework).
- d. Should the costs of the City Link Bridge escalate outside of the forecast costs, what is the ability of HCC to cover these increased costs.

If you need any clarification on the above, please let us know and we can talk you through it.

Kind regards

**Carey Tasker** (he/him)

Manager | Crown Entity Monitoring

Organisational Performance

Carey.Tasker@hud.govt.nz | Phone: +64 9 953 6425 | Mobile: 9(2)(a)

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[UNCLASSIFIED]

**From:** s 9(2)(a) @kaingaora.govt.nz  
**Sent:** Monday, February 10, 2025 3:16 PM  
**To:** Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Subject:** IAF - Q2 FY25 Quarterly Report

Kia ora Carey,

Please see attached the IAF Quarterly Report for Q2 FY25. I note that this version is still circulating for internal approval. If this gives rise to the need for any amendments, I will send through an updated version.

We're aiming to have this sent to the Minister's Office in the week of 24 February 2025.

Looking forward to catching up tomorrow.

Nga mihi  
s 9(2)(a)



s 9(2)(a)  
Director  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a)  
Email: s 9(2)(a)

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[UNCLASSIFIED]

**From:** 9(2)(a) [redacted] @kaingaora.govt.nz>

**Sent:** Thursday, December 5, 2024 1:36 PM

**To:** Carey Tasker <Carey.Tasker@hud.govt.nz>

**Subject:** FW: FYI: Kainga Ora - Homes and Communities Memo - IAF Q1 FY25 Quarterly Report [GSR-24-18036]  
CRM:0273260

9(2)(a)

Director  
Infrastructure Acceleration Fund

s 9(2)(a)

9(2)(a) [kaingaora.govt.nz](https://kaingaora.govt.nz)

**From:** Government Services <[Government.Services@kaingaora.govt.nz](mailto:Government.Services@kaingaora.govt.nz)>

**Sent:** Wednesday, 27 November 2024 11:26 AM

**To:** s 9(2)(a) <[s9\(2\)\(a\)@kaingaora.govt.nz](mailto:s9(2)(a)@kaingaora.govt.nz)>; Chief Executives Office <[ChiefExecutivesOffice@kaingaora.govt.nz](mailto:ChiefExecutivesOffice@kaingaora.govt.nz)>; s 9(2)(a) <[s9\(2\)\(a\)@kaingaora.govt.nz](mailto:s9(2)(a)@kaingaora.govt.nz)>; s 9(2)(a) <[s9\(2\)\(a\)@kaingaora.govt.nz](mailto:s9(2)(a)@kaingaora.govt.nz)>; s 9(2)(a) <[s9\(2\)\(a\)@kaingaora.govt.nz](mailto:s9(2)(a)@kaingaora.govt.nz)>

**Subject:** FYI: Kainga Ora - Homes and Communities Memo - IAF Q1 FY25 Quarterly Report [GSR-24-18036] CRM:0273260

For your information. 🌈



s 9(2)(a)

Senior Advisor  
Government Services  
Governance

Mobile: s 9(2)(a)  
Email: s 9(2)(a)

Freephone: 0800 801 601 | Mainline: (04) 439 3000 | Kāinga Ora - Homes and Communities  
PO BOX 2628 Wellington 6140 | New Zealand Government | [www.kaingaora.govt.nz](https://www.kaingaora.govt.nz)

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----- Original Message -----

**From:** Government Services <[Government.Services@kaingaora.govt.nz](mailto:Government.Services@kaingaora.govt.nz)>;

**Received:** Wed Nov 27 2024 11:20:11 GMT+1300 (New Zealand Daylight Time)  
s 9(2)(a) <[s9\(2\)\(a\)@parliament.govt.nz](mailto:s9(2)(a)@parliament.govt.nz)>;

**Cc:** Governance Systems Team <[GovAdmin@kaingaora.govt.nz](mailto:GovAdmin@kaingaora.govt.nz)>;

**Subject:** Kainga Ora - Homes and Communities Memo - IAF Q1 FY25 Quarterly Report [GSR-24-18036] CRM:0273259

20 of 32

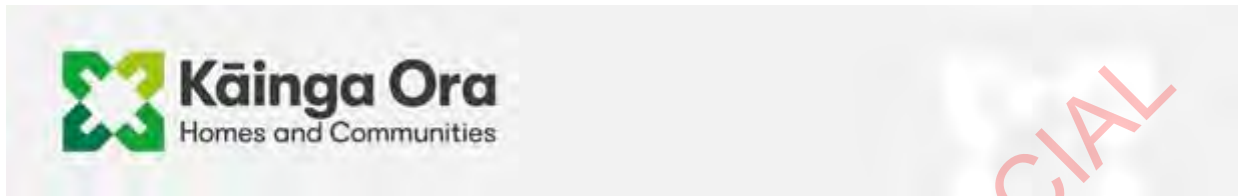
Good morning

Please see the attached memo from Kainga Ora - Homes and Communities, providing an update about the Infrastructure Acceleration Fund.

Copies are in the bag.

Kind regards

9(2)(a)



s 9(2)(a)

Senior Advisor  
Government Services  
Governance

Mobile s 9(2)(a)  
Email: [redacted]

---

Freephone: 0800 801 601 | Mainline: (04) 439 3000 | Kāinga Ora - Homes and Communities  
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**From:** s 9(2)(a) [redacted]@kaingaora.govt.nz>  
**Sent:** Tuesday, 11 March 2025 3:34 pm  
**To:** s 9(2)(a) [TSY]  
**Cc:** s 9(2)(a) [redacted] [TSY]; ^HUD: Carey Tasker; s 9(2)(a) [redacted] [TSY]; s 9(2)(a) [redacted] [TSY]  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation - HUDs Comment

Thanks s 9(2)(a) I will insert your comment directly into the briefing. We will provide the final copy once it's been sent across.

Nga mihi,  
s 9(2)(a) [redacted]

Director  
Infrastructure Acceleration Fund  
Mobile: 9(2)(a) [redacted]  
Email: s 9(2)(a) [redacted]

**From:** s 9(2)(a) [redacted]@treasury.govt.nz>  
**Sent:** Tuesday, 11 March 2025 3:32 PM  
**To:** s 9(2)(a) [redacted]@kaingaora.govt.nz>  
**Cc:** s 9(2)(a) [redacted]@kaingaora.govt.nz>; s 9(2)(a) [redacted]@treasury.govt.nz>; Carey Tasker <Carey.Tasker@hud.govt.nz>; s 9(2)(a) [redacted]@treasury.govt.nz>; s 9(2)(a) [redacted]@treasury.govt.nz>  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation - HUDs Comment

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Also just looping in s 9(2)(a) [redacted] – sorry team, was working in haste!

**From:** s 9(2)(a) [redacted] [TSY]  
**Sent:** Tuesday, 11 March 2025 3:31 pm  
**To:** s 9(2)(a) [redacted]@kaingaora.govt.nz>  
**Cc:** s 9(2)(a) [redacted]@kaingaora.govt.nz>; s 9(2)(a) [redacted]@treasury.govt.nz>; ^HUD: Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation - HUDs Comment

Kia ora s 9(2)(a) [redacted]

Some amendments to the below:

“Treasury was consulted on the matter, and working with HUD, sought further information, a lot of which was only received this week. As a result, Treasury has been unable to process this information to provide a recommendation in the limited time and resource available, and will provide separate advice to Ministers if required.”

Apologies for delayed engagement – things are flat out here with the infrastructure summit and Budget!

Cheers,

s 9(2)(a)

**From:** s 9(2)(a) @kaingaora.govt.nz  
**Sent:** Tuesday, 11 March 2025 3:12 pm  
**To:** s 9(2)(a) @treasury.govt.nz  
**Cc:** s 9(2)(a) @kaingaora.govt.nz; s 9(2)(a) @treasury.govt.nz; ^HUD: Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation - HUDs Comment

Hi s 9(2)(a)

Unfortunately, the Minister’s Office has said being silent on Treasury won’t be acceptable given the two week extension was necessary so that both HUD and Treasury could provide their views. As such, could you please confirm you’re comfortable with the following or provide an alternative before COB today?

“Treasury was consulted on the matter but has been unable to provide input or a recommendation due to resource constraints. They have advised they will provide the Minister of Finance with a high level assessment when asked.”

Nga mihi,  
s 9(2)(a)



Director  
Infrastructure Acceleration Fund  
Mobile: 9(2)(a)  
Emails 9(2)(a)

**From:** s 9(2)(a) @treasury.govt.nz  
**Sent:** Tuesday, 11 March 2025 3:03 PM  
**To:** s 9(2)(a) @kaingaora.govt.nz; Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Cc:** s 9(2)(a) @kaingaora.govt.nz; s 9(2)(a) @treasury.govt.nz  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation - HUDs Comment

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Hi s 9(2)(a)

Sorry, we have been super under the pump! We are unlikely to get signout on a TSY comment in the timeframes, so happy for this paper to stay silent on a TSY position and we’ll just provide bullets to the Ministers’ office when asked.

Cheers,

s 9(2)(a)

**From:** s 9(2)(a) @kaingaora.govt.nz>  
**Sent:** Tuesday, 11 March 2025 2:57 pm  
**To:** ^HUD: Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Cc:** s 9(2)(a) @kaingaora.govt.nz>; s 9(2)(a) @treasury.govt.nz>  
**Subject:** RE: Hutt City RiverLink and Valley Floor IAF Variation - HUDs Comment

Hi Carey,

Thank you for providing HUD's comments. I will also add an explicit line at the start of the briefing that the HUD recommendation is status quo.

s 9(2)(a) could you please confirm back to me what we should include in the briefing in relation to Treasury? I had hoped to ring you but couldn't find your number in any of your emails and this matter is now urgent.

Nga mihi,

s 9(2)(a)

s 9(2)(a)

Director  
Infrastructure Acceleration Fund

9

Mobile: s 9(2)(a)

Email: s 9(2)(a)

**From:** Carey Tasker <Carey.Tasker@hud.govt.nz>  
**Sent:** Tuesday, 11 March 2025 2:52 PM  
**To:** s 9(2)(a) @kaingaora.govt.nz>  
**Cc:** s 9(2)(a) @kaingaora.govt.nz>; s 9(2)(a) @treasury.govt.nz>  
**Subject:** Hutt City RiverLink and Valley Floor IAF Variation - HUDs Comment  
**Importance:** High

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Good afternoon s 9(2)(a)

Please see HUD's comment below to be add to your brief.

**HUDs Comment**

HUD's view is the funding should not be transferred to the CityLink Bridge because:

- There is still risk in progressing with the stormwater option and that until the savings are confirmed that it is prudent they stay allocated to the stormwater project. HUD wishes to avoid the situation where two projects without cost and delivery confidence are embedded in the IAF.
- We understands the value to the wider urban development outcomes of progressing the CityLink Bridge. However, we do not believe that the bridge directly enables housing and has all of the direct benefits stated in the documentation provided.
- s 9(2)(g)(i)

9(2)(g)(i)

We also note that if the costs come in higher than expected that HCC will have to find the funds to cover this.

- The funding shortfall arose from GPS 2024 reducing the walking and cycling class thus leading to NZ Transport Agency not allocating any funding subsidy to this project. Now the funding subsidy is being replaced with IAF funding which may create reputation or precedent risk.

Can you please get your governance team to send me a copy of the brief which goes to the Minister.

Thanks

**Carey Tasker** (he/him)

Manager | Crown Entity Monitoring

Organisational Performance

Carey.Tasker@hud.govt.nz | Phone: 9(2)(a)

www.hud.govt.nz | APO, Lvl 7, 45 Queen Street, Auckland

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**From:** s 9(2)(a) @kaingaora.govt.nz>  
**Sent on:** Wednesday, October 2, 2024 11:24:48 PM  
**To:** s 9(2)(a) @nzta.govt.nz  
**CC:** s 9(2)(a) @kaingaora.govt.nz>  
**Subject:** IAF and Riverlink

Kia ora s 9(2)(a)

My name is s 9(2)(a) and I'm the Director of the Infrastructure Acceleration Fund (IAF) which is a Crown fund, currently being administered by Kāinga Ora. I'm reaching out in an effort to get connected on any advice and recommendations going to Ministers in relation to the current situation surrounding the Riverlink project in Lower Hutt.

As you may be aware, the IAF has a Funding Agreement with Hutt City Council for ~\$99 million to support the stormwater pipeline works. We are currently working with the Council to vary our IAF Funding Agreement to account for a revised solution that involves one, large stormwater pipe rather than two, separate pipes as originally planned.

Given the changes to the GPS-Land Transport, the Council is preparing a formal request to reallocate any savings from the new stormwater pipe solution to the walking and cycling bridge linking to the new Melling Station. This is likely to land with us sometime next week.

Under terms of our Funding Agreement, we will need to consider the request and make recommendations to the Minister of Housing and Minister of Finance on whether or not we consider the request to be reasonable. We will also consult with HUD and Treasury who will provide their recommendations within the same Briefing.

As such, we're keen to understand the current status and planning that NZTA has underway in relation to this matter. We intend to reach out to KiwiRail as well but understand, most of the decision-making is currently being driven by change in policy that NZTA (and I assume MoT?) is working through. Our goal is to ensure we have cross-agency consistency in our reporting and the recommendations being made.

I've copied in s 9(2)(a) Senior Commercial Lead – IAF who manages this Funding Agreement and is much closer to the detail. I'm wondering if it would be helpful to set up a meeting to discuss where things are currently at and agree a plan for how the IAF Team will assess the request and incorporate NZTA views into the assessment. If necessary, we can also loop in KiwiRail.

s 9(2)(a) and I both have quite a bit of availability on Tuesday next week. If you could let us know what time suits you, I'm happy to send out a meeting invitation.

Nga mihi,  
s 9(2)(a)



s 9(2)(a)

Director  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a)  
Email: s 9(2)(a)

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**From:** s 9(2)(a) @kaingaora.govt.nz>  
**Sent on:** Thursday, October 31, 2024 8:08:01 PM  
**To:** s 9(2)(a) @huttcity.govt.nz>  
**Subject:** RE: [EXTERNAL] IAF - RiverLink Variation Request Form

Thanks s 9(2)(a)

No problems. Send it over once it's ready. I'll have a look over it first thing next week and respond with my comments before you finalise it.

Ngā mihi,

s 9(2)(a)  
Senior Commercial Lead  
Infrastructure Acceleration Fund  
Mobile: s 9(2)(a)  
Email: s 9(2)(a) @kaingaora.govt.nz



**From:** s 9(2)(a) @huttcity.govt.nz>  
**Sent:** Friday, 1 November 2024 9:02 AM  
**To:** Shane Oliver <Shane.Oliver@kaingaora.govt.nz>  
**Subject:** RE: [EXTERNAL] IAF - RiverLink Variation Request Form

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Hi s 9(2)(a) but will send you the variation template draft this weekend. I still need to do more work on it.

Regards  
s 9(2)(a)

s 9(2)(a)  
Head of City Delivery

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010  
P: M: s 9(2)(a) W: [www.huttcity.govt.nz](http://www.huttcity.govt.nz)



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**From:** s 9(2)(a) <[redacted]@kaingaora.govt.nz>  
**Sent:** Monday, September 30, 2024 11:31 AM  
**To:** s 9(2)(a) <[redacted]@huttcity.govt.nz>; s 9(2)(a) <[redacted]@eidconsultancy.co.nz>  
**Cc:** s 9(2)(a) <[redacted]@kaingaora.govt.nz>  
**Subject:** [EXTERNAL] IAF - RiverLink Variation Request Form

Hi s 9(2)(a) <[redacted]>

As discussed last week, we have an IAF Variations Request Form that we'll need Hutt City Council to complete in relation to the potential variation request to reallocate IAF funding from the Stormwater Pipeline projects and reallocate it to the RiverLink / Melling walking and cycling bridge.

More just an FYI for you to have a look at the form at this stage and once HCC formalise their position on the variation request, I'll ask you to complete the form with the relevant information.

Let's run through the form next time we meet and I can answer any questions you might have.

Nga mihi,

s 9(2)(a) <[redacted]>

Senior Commercial Lead  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a) <[redacted]>

Email: s 9(2)(a) <[redacted]@kaingaora.govt.nz>



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**From:** s 9(2)(a) @kaingaora.govt.nz>  
**Sent on:** Monday, December 16, 2024 2:32:58 AM  
**To:** s 9(2)(a) @eidconsultancy.co.nz>; s 9(2)(a) @huttcity.govt.nz>  
**Subject:** RE: IAF Stage 2 Delivery Plan

No worries, thanks s 9(2)(a)

Ngā mihi,

s 9(2)(a)

Senior Commercial Lead  
Infrastructure Acceleration Fund  
**Mobile:** s 9(2)(a)  
**Email:** s 9(2)(a) @kaingaora.govt.nz



**From:** s 9(2)(a) @eidconsultancy.co.nz>  
**Sent:** Monday, 16 December 2024 3:27 PM  
**To:** s 9(2)(a) @kaingaora.govt.nz>; s 9(2)(a) @huttcity.govt.nz>  
**Subject:** Re: IAF Stage 2 Delivery Plan

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Hi s 9(2)(a)

My apologies, I will get it updated now

Many thanks  
s 9(2)(a)

**From:** s 9(2)(a) @kaingaora.govt.nz>  
**Sent:** Monday, December 16, 2024 3:20 PM  
**To:** s 9(2)(a) @huttcity.govt.nz>  
**Cc:** s 9(2)(a) @eidconsultancy.co.nz>  
**Subject:** RE: IAF Stage 2 Delivery Plan

Thanks s 9(2)(a)

I'll update the PC dates for both the stormwater and wastewater projects, so they're aligned at 31 December 2029 (tbc subject to review at the completion of Stage 2). As mentioned on the phone I now need to seek internal approval to release the execution version of the Delivery Plan which I'll get underway now. Once I have that approval, I'll get an execution version over to you for HCC to sign.

While I have you, I've just noticed the November Monthly Reporting hasn't been submitted yet. Are you and s 9(2)(a) able to submit that today or tomorrow?

Ngā mihi,

s 9(2)(a)

Senior Commercial Lead  
Infrastructure Acceleration Fund

Mobile: s 9(2)(a)

Email: s 9(2)(a) [@kaingaora.govt.nz](mailto:s 9(2)(a)@kaingaora.govt.nz)



---

**From:** s 9(2)(a) [@huttcity.govt.nz](mailto:s 9(2)(a)@huttcity.govt.nz)  
**Sent:** Monday, 16 December 2024 1:32 PM  
**To:** s 9(2)(a) [@kaingaora.govt.nz](mailto:s 9(2)(a)@kaingaora.govt.nz)  
**Cc:** s 9(2)(a) [@eidconsultancy.co.nz](mailto:s 9(2)(a)@eidconsultancy.co.nz)  
**Subject:** IAF Stage 2 Delivery Plan

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Hi s 9(2)(a)

The delivery plan for the Stage 2 of the IAF project has been reviewed and endorsed in principle by our Director of Economy and Development with one suggested change.

We have been asked to ensure the Stage 3 and Stage 4 completion dates for the Wastewater and Stormwater projects are aligned as 31 December 2029 with clear explanation that these dates are subject to review at the end of Stage 2. The reason for this review is that currently, we do not have any confirmed programme for the RiverLink project and part of the stormwater and wastewater projects are within the RiverLink designation with design and construction integration required with New Melling Bridge and Stopbank works. The Riverlink project timeline for New Melling Bridge and Stopbank works delivery is out of HCC control so will rely on the timeframes advised by NZ Transport Agency (New Melling Bridge) and Greater Wellington Regional Council (Stopbank works) in due course.

Once this amendment is made and once it has gone through Kainga Ora review, I will work with you to get the delivery plan signed by HCC, likely in the new year.

Thanks, and Regards

s 9(2)(a)

s 9(2)(a)

Head of City Delivery

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

P: M: s 9(2)(a) W: [www.huttcity.govt.nz](http://www.huttcity.govt.nz)