



16 April 2026

Ella Dickson
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Tēnā koe Ella,

Request for Information – Local Government Official Information and Meetings Act (LGOIMA) 1987

We refer to your official information request dated 17 March 2026, seeking information on RiverLink project cost estimates and whether any rezoning of land as “significant to Māori” is connected to the RiverLink or Grenada–Petone projects.

On 27 March 2026, Council contacted you to advise that the parts of your request relating to the Petone–Grenada project were transferred to NZ Transport Agency Waka Kotahi (NZTA), as the information you have requested is more closely connected with the functions of NZTA. This transfer was made in accordance with section 12 of the LGOIMA. You can expect to hear from NZTA regarding this part of your request in due course.

Before responding to your request, it is important to note that Te Wai Takamori o Te Awa Kairangi (RiverLink) is a programme comprising multiple projects being delivered by three partner agencies: NZTA, Greater Wellington Regional Council (GWRC) and Hutt City Council. At a high level, GWRC is responsible for flood protection works, including river widening and stopbank upgrades and NZTA is responsible for state highway infrastructure, including the SH2 Melling Interchange.

As a result of this delivery model, Council does not hold programme-wide cost, funding, or explanatory information and can only respond in relation to its own involvement in the programme.

Please find our responses to each of your questions, below.

1. *The latest cost estimate for the RiverLink project, including:*

a. *Total projected costs as of the most recent internal or public update.*

Answer: The Draft Annual Plan 2026–27, which has been approved for consultation (refer to [page 57 of this report](#)), includes a net budget of \$124 million for Council’s share of RiverLink. This is made up of a gross capital budget of \$182 million and \$58 million in anticipated grant, subsidy, and property sale revenue across the period 2025–26 to 2031–32. Based on published [Annual Reports](#), Council’s total capital expenditure on RiverLink to 30 June 2025 was \$29 million, with Crown subsidy revenue of \$1.5 million received over that period.

b. *A comparison to earlier cost estimates (e.g. original business case).*

Answer: Council consulted on the RiverLink project through the [Long Term Plan 2021–2031](#). At that time, the Council component of the project was estimated to have a gross cost of \$138 million and revenue of \$43 million, resulting in a net cost to Council of \$95 million. Cost estimates have since been updated to reflect refined information about project scope and design, with these updates incorporated into the Draft Annual Plan 2026–27 budgets. This represents a net increase of \$57 million compared to the Long Term Plan 2021–2031 estimate. Information explaining the reasons for these increases has been considered in the public-excluded part of Council meetings and is withheld under section 7(2)(b)(ii) of the LGOIMA, as its release would be likely to unreasonably prejudice Council’s commercial position.

c. *An explanation for the reported doubling of cost to approximately \$1.5 billion.*

Answer: This figure relates to total RiverLink programme costs across all delivery partners. For the reasons explained above, Council does not hold information explaining total programme-level costs and is therefore unable to comment on this figure.

d. *A breakdown of funding sources.*

Answer: We have interpreted your request for a breakdown of funding sources as seeking information about the different sources from which the funding is obtained, rather than the proportion attributable to each source. On that basis, Council's share of RiverLink is funded through a combination of Council debt, subsidies from Waka Kotahi NZ Transport Agency, grants from the National Infrastructure Funding and Financing entity, and the sale of land and property.

2. *Any correspondence, internal memos, analysis or other document on:*

a. *Whether rezoning land as "significant to Māori" is linked to facilitating or accelerating the RiverLink project.*

Answer: Council has interpreted this part of your request as relating to the Sites and Areas of Significance to Māori overlay identified through the District Plan Review. The identification or rezoning of land as significant to Māori was undertaken independently of the RiverLink project and is not linked to facilitating or accelerating its delivery.

You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at: [Office of the Ombudsman - Complaints](#), or freephone 0800 802 602.

Please note that this response to your information request may be published on Hutt City Council's website: [Proactive releases - Hutt City Council](#).

Ngā mihi nui



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