

MEMORANDUM OF NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI ON THE KAIMAI HYDROELECTRIC POWER SCHEME RE-CONSENTING

2nd February 2026

1. Introduction

- 1.1. This memorandum presents the assessment undertaken by NZ Transport Agency Waka Kotahi (**NZTA**) of the substantive application for the Kaimai Hydroelectric Power Scheme Re-consenting (**Application**) FTAA-2502-1024 submitted by Manawa Energy Limited (**Manawa Energy**) under the Fast-track approvals Act 2024 (**FTAA**).
- 1.2. NZTA thanks the Panel for their invitation to comment on the Application.
- 1.3. This assessment is based on the Application materials submitted to the Environmental Protection Authority (**EPA**).

2. Assessment

- 2.1. NZTA is neutral in regard to the proposed Application.
- 2.2. The existing power scheme has been operating in some configuration for the past 50 years. It is understood that the Application seeks to re-consent the existing operation for an additional 35 years.
- 2.3. State Highway 29 (SH29) within the vicinity of the Application is adjacent to the Wairoa River. Currently, SH29 crosses the Wairoa River via the existing Ruahihi Bridge. The Hydro-electric Power Scheme is accessed via Ruahihi Road and McLaren Falls Road, both of which intersect SH29.
- 2.4. Existing traffic volumes associated with the proposal have not been addressed within the Application documentation. However, NZTA understand that traffic volumes associated with the proposal at the SH29 and Ruahihi Road intersection, and the SH29 and McLaren Falls Road intersection, are not expected to change from its current volumes.
- 2.5. Two large penstocks are located under SH29 and connect to the Ruahihi Hydro Power Station. NZTA understands there are no existing issues with SH29 relating to these.
- 2.6. Within Part B.04 Appendix E – Proposed Consent Conditions, Manawa Energy has proposed Condition 12 with regards to submitting a Sediment Monitoring Plan. It is understood that the monitoring plan will be required to monitor and address any geomorphic changes within the Wairoa River due to the ongoing operation of the Kaimai Hydro-Electric Power Station (HEPS).

2.7. NZTA supports the inclusion of conditions requiring frequent monitoring and reporting of the Wairoa River to identify and appropriately mitigate any subsequent geomorphic changes to the Wairoa River that may occur as a result of the Application on the basis that existing state highway infrastructure is located in close proximity to the Wairoa River.

3. Conclusion

3.1. In summary, NZTA's position on the substantive application is **neutral** on the basis that no impacts on the State Highway 29 network or infrastructure are anticipated.



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