

Memorandum of the New Zealand Transport Agency Waka Kotahi on the Meridian Energy Limited's Lake Pūkaki Hydro Storage and Dam Resilience Works Application – Response to Draft Decision and Conditions

12 June 2026

The New Zealand Transport Agency Waka Kotahi (**NZTA**) received notice via Minute 7 on the 5 June 2026, the draft decision and conditions for the Lake Pūkaki Hydro Storage and Dam Resilience Works application (**Application**) submitted by Meridian Energy Limited (**Meridian Energy**).

NZTA provided comments on the Application on 8 April 2026, with the key matters raised being associated with traffic management during the construction phase of the proposed rock armouring, and subsequent repair of the state highway infrastructure if any damage during this phase was to occur. The applicant responded to NZTA's comments on the 15 April 2026, as shown in the 'Applicant Response Table', specifically on Table 5 of this document. The applicant offered to volunteer the following condition to address the concerns raised by NZTA, which was as follows:

If authorised by NZTA, the consent holder shall undertake a pre and post construction condition survey of the SH8 pavement, kerbs and channels for the sections of SH8 utilised by heavy construction vehicles associated with the rip-rap works to identify existing pavement condition and damage. A pre and post construction survey shall be undertaken for each phase of construction. Any pavement damage caused by the rip-rap construction traffic shall be repaired within 1 month of the completion of construction to match or exceed the standard of the existing pavement. The limits of the survey are 30 m in either direction from the section of utilised highway.

On review of the draft conditions, as released on the 5 June 2026, it was identified that the above condition was not included in the condition set of any of the consent applications. NZTA considers that the above condition should be included in the following consent; CRC262543 to 'disturb and to deposit material on the bed of Lake Pūkaki'.

NZTA considers that the above condition, subject to minor amendments as shown below, is appropriate to be included to manage effects on the state highway infrastructure associated with the construction of the proposed rock armouring. Additionally, NZTA also considers a condition requiring the establishing of traffic management via a Traffic Management Plan on the state highway for the duration of construction of the rock armouring. Therefore, it is recommended that the following conditions be included as part of the application:

- 1. Prior to the movement of rock material to the site by heavy construction vehicles, the applicant shall implement temporary traffic management on State Highway 8 via an authorised Traffic Management Plan for the duration of rip-rap works.*
- 2. If authorised by the New Zealand Transport Agency, the consent holder shall undertake a pre and post construction condition survey of the State Highway 8 pavement, kerbs and channels for the sections of State Highway 8 utilised by heavy construction vehicles associated with the rip-rap works to identify existing pavement condition and damage. A pre and post construction survey shall be undertaken for each phase of construction. Any pavement damage caused by the rip-rap construction traffic shall be repaired within 1 month of the completion of construction to match or exceed the standard of the existing pavement. The limits of the survey are 30 m in either direction from the section of utilised highway.*

Advice note:

Before the installation of any temporary traffic management or prior to any physical work on the state highway you are legally required to apply to the New Zealand Transport Agency for a Corridor Access Request (CAR) and for that request to be approved. Please submit your CAR to www.submitica.com a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.

NZTA considers that with the inclusion of the above conditions that the effects on the state highway are to be less than minor.

Yours sincerely



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