



Energy, Infrastructure and Transport



KOTAHI

TŌ TĀTAU PAPA, TŌ TĀTAU ANAMATA
OUR PEOPLE, OUR FUTURE

HAWKES BAY
REGIONAL COUNCIL

TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI



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What do we know?

Energy, infrastructure and transport are considered as part of the Kotahi Plan to ensure the Regional Council keeps a strategic and well-integrated approach to its development and use. Existing infrastructure must be protected from reverse-sensitivity effects while adequately providing for future upgrades and developments.

Power is generated in Hawke's Bay at:

- Ōmarunui (biogas, 1MW)
- Whirinaki (wood cogeneration, 12.8 MW)
- Kaitawa (hydroelectric, 36 MW)
- Piripaua (hydroelectric, 42 MW)
- Rimu (hydroelectric, 2.4 MW)
- Toronui (hydroelectric, 1.4 MW)
- Tuai (hydroelectric, 60 MW)
- Waihi Station (hydroelectric, 4.7 MW).

Larger power stations link directly into the National Grid, which connects to the rest of the North Island network via Taupō and Dannevirke.

A wind farm is under construction at Harapaki with a planned capacity of 176 MW. Solar farms are planned for the Hawke's Bay Airport and at Flaxmere.

Oil and gas exploration is effectively off the table. The Ministry for Business, Innovation and Employment identified potential oil and gas resources in the East Coast Basin in 2013 and the Regional Council was subsequently looking to prohibit such exploration. In 2018, the Government banned new prospecting for petroleum beyond Taranaki.

Napier Port is the North Island's second largest export port by tonnage. Cruise ships visit over the summer season. The new 6 Wharf has been constructed to support the ongoing expansion of Port activities.

Hawke's Bay Airport (Napier) provides national links to Auckland, Wellington and Christchurch, as well as some smaller centres. The terminal was expanded and upgraded in 2021. There are several other smaller aerodromes in Hastings, Central Hawke's Bay and Wairoa for light aircraft. Rail links connect Wairoa, Napier, Hastings and Waipukurau to Wellington via Palmerston North and the Wairarapa.

The city and district councils, together with the Regional Council, own substantial infrastructural assets in roading, drinking water supplies, waste and storm water systems, and flood control.



Where to from here?

This topic is linked to all other topics including Urban Development, Climate Change and Air. Activities related to energy, infrastructure and transport could play a significant role in helping the region reduce its carbon footprint and the emission of air pollutants, while mitigating or adapting to the effects of climate change.

This topic must be considered carefully to ensure that the Kotahi Plan complies with all central Government regulation, including indigenous biodiversity, urban development, freshwater management, the NZ Coastal Policy Statement and Three Waters reforms.

Known issues

Infrastructure - Investment in strategic infrastructure, including supplies of water into the future, and ensuring our port, airport, roads, rail, power and communication infrastructure are fit for purpose in a global society and a changing climate, is vital for our region's wellbeing.

Transport - There is little connection between the regional plan (prepared under the RMA) and the transport objectives sought through the Regional Land Transport Plan (prepared under the Land Transport Management Act).

Three Waters - Taumata Arowai, the new water services regulator, was created through the Government's Three Waters reforms following the 2015 Havelock North drinking water supply event. The new Water Services Act will enable new compliance and enforcement tools to make sure drinking water is safe for consumers and to improve the performance of waste and stormwater systems. This agency's initial focus has been around drinking water regulation. The wider implications of the new regime and its relationship to resource management under the Kotahi Plan are not yet known.

Natural Hazards - Infrastructural assets are vulnerable to natural hazards, including damage from flooding, slips and earthquakes. These natural hazards can be the consequence of climate change and will be more frequent and severe in the future. Maintaining and reinstating connections are vital to enable community recovery and resilience in the face of adverse events.

