



## **Update - Waiau Toa / Clarence River Bridge Project – 26 June 2024**

In response to the likely difficulty in obtaining the necessary resource consents for the previously proposed downstream (Option 2A) access solution because of ongoing iwi opposition, work has continued to explore the potential for re-establishing a bridge at the old upstream site.

Following an initial geological survey which suggested that the establishment of a new road to that old site around the southern spur of Jacobs Hill was practical, Council has instructed its preferred contractor, Concrete Structures Ltd (CSL), to undertake further investigation and preliminary design towards this option, which is being referred to as Option 1C.

Council has engaged with the New Zealand Transport Agency (NZTA) regarding this further investigation and design and the agency has approved it, but with comment that there is urgency to move things forward given the pressures that are currently on the agency.

This investigation work, which is expected to be completed by mid-July, will provide a more refined assessment of the technical feasibility of Option 1C together with a quoted price for its construction.

Work is also commencing in parallel to explore the acquisition of the required land and resource consents.

Once information is available from these investigations KDC will again engage with NZTA to explore whether the agency will support the project proceeding in this revised form. The estimated delivery cost is likely to be key in determining the outcome of this, since project delivery is heavily dependent on this cost being within the envelope that the agency has agreed to fund at the 95% level.

Agreement is also likely to be required from NZTA to extend the previously set expiry date of 30 June 2025 for the provision of this financial support, since the physical project works will not be complete by that time.

Council has invited Te Rūnanga o Kaikōura (TRoK) to be involved with the investigation and design work currently being undertaken by CSL, but as yet TRoK has not committed to being part of it.

The opportunity does however remain for TRoK to have input into the formulation of this alternative option, and it would be the preference of Council for that to happen to avoid the type of consenting problem that the previous Option 2A encountered.

TRoK has indicated support in principle for a new bridge at the old bridge site and it is the hope of Council that there would not be significant impediments to the granting of resource consents for it.

Council does however consider it essential that real progress is made towards provision of reliable access for Glen Alton residents and with that in mind an application has been made for this project to be considered for approval under the Fast Track Approvals Bill that is currently before parliament.

Whether such fast tracking is needed (or will be approved) will only become apparent in the future.

**Dave Clibbery, Senior Manager Operations**