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3. Progressing the preferred alignment option: Option 3



Step 4

We decided to progress with the specimen design and approvals of the preferred alignment option earlier this year. This required further design development to finalise the alignment location and bridge type, and technical assessments carried out to support Resource Management Act applications.

Further stakeholder consultation:

We also met with key stakeholders again including:

- Three meetings with stakeholders – on 26th May, 5th September, and 7th November 2011
- Meetings with QLDC (including two briefings of the Infrastructure Services Committee)
- A presentation to the Urban Design Panel on 5th August 2011.

What key stakeholders raised:

- Stakeholders supported a new bridge and support its construction as early as possible
- Key stakeholders preferred a greater separation between the existing and proposed new bridge and generally prefer a concrete bridge type
- Stakeholders wish to ensure navigational safety on the river is maintained and would prefer piers in the river to be minimised
- The Urban Design Panel preferred a greater separation between the existing and proposed new bridge at the Frankton end and prefer a concrete bridge type
- Stakeholders wish the NZTA to ensure cycling and pedestrian access is enhanced
- Stakeholders wish to ensure local road connections are adequately provided for.

Based on these comments, we carried out further investigations into the exact location of the preferred alignment, and the type of bridge to be constructed.