

# Historic Kopu Bridge

**Council Meeting: 26 June 2014**





# Background

- New Kopu Bridge Commissioned Dec 2011
- Historic Kopu Bridge no longer required by NZTA
- NZTA , TCDC and HDC want no cost burden on Taxpayer / Ratepayer
- NZTA Investigation and analysis of options



# NZTA Scenarios for Decision Making – August 2012

1. Demolition
2. Partial demolition
3. Slow disintegration
4. Retention and re-use, incl.  
possibility of forming a trust



# NZTA Options 1 to 4

- Demolition (A) Remove bridge and only piles in the navigational path.
- Demolition (B) Same as option 1 except removal of all piles.
- Demolition (C) Same as Options 1 and 2 - with components relocated to NZTA land as an open air museum - "Bridge Museum"
- Partial Demolition (A) - "The Pier" Removal of structure on true left hand side of swing arm and the swing arm.



# NZTA Options 4 to 8

- Partial Demolition (B) - same as above, but with all piles removed.
- Slow disintegration (A) - Bridge left as is with swing arm open.
- Slow disintegration (B) - Bridge left as is with swing arm closed and operated/opened when required.
- Slow disintegration (C) - Same as option 7 with a section of the deck and superstructure directly west of the swing arm removed for navigation.



# NZTA Options 8 to 12

- Retain the bridge as a functional walkway and cycleway.
- Retain the bridge for adaptive commercial re-use.
- Establish Council-owned trust to take ownership of the bridge.
- Establish an independent trust to take ownership of the bridge. (Under-written by Council managing the demolition fund?)



# Public Opinion?

NZTA - EOI for Adaptive Reuse Oct 2012

NZTA – Public advertisements – March 2013

HKBS Petition – 2013/2014



# EOI Adaptive Reuse of Bridge

## October 2012

- 19 Responses
- 8 in support retaining bridge
- 11 in support of demolishing bridge
- 8 of those supported retaining swing arm
- 2 submitters “Save Kopu Bridge” submitted to retain for walking / cycling
- Bridge society given until May 2013 to provide business case



# Public Ads – Feedback

## 29 March 2013

- 125 responses
- 69% in support of demolition with retention of swing arm
- 31% in support of retention for public use



# HKBS Petition

- 2600 signatures received supporting retention of the bridge



# Public Opinion to Date?

- My View;
- Inconclusive, no thorough Public Survey undertaken to date



# NZ Historic Places Trust

- Preference to retain Bridge in its current location and ensure its heritage values are preserved.



# Historic Kopu Bridge Society (HKBS)

## Business Case - May 2013

- Prepared voluntarily by professional engineers experienced in bridge operations and maintenance disciplines.
- Supported by IPENZ members and the NZ Historic Places Trust



# HKBS Proposal to Retain Bridge

- A list of professional and public supporters and their respective organisations – IPENZ / HPT
- The formation of a Trust that would own and manage the facility.
- Operation, Maintenance, Renewal/Capex expenditure forecasting for 50 years.
- Two Options - Full Commercial and Volunteer.
- Funding Strategy – fundraising from Private and Public organisations.



# NZTA Demolition Decision

- Proposal rejected by NZTA as;
  1. Not financially viable or sustainable
  2. BC costs underestimated or unaccounted items
  3. Risk related to Society sustainability
  4. Public opinion not in support



# Demolition Project

- Proposal prepared by NZTA / BECA / HEB
- Methodology – Dismantle, Barge, Storage on Kaiwhenua and Disposal / Reuse – 3 years
- Cost to NZTA = \$2.3M
- *This would be the value of funds held in trust if a viable and sustainable proposal was received by NZTA*



# Cost Variances

## NZTA vs. HKBS Reports

- Large variance in Ops & Maintenance costs between NZTA & HKBS?
- HPT assists HKBS with costs of Peer Review – findings?
- TCDC CE requests a further review of O&M costs to determine viability of HKBS Business Case



# NZTA Demolition Fund

## \$2.3M

- CE letter to NZTA requesting their consideration of transfer demolition funds to Council if it worked with other partners to save the bridge.
- NZTA confirms it would *“consider if Council can satisfy that ownership of the structure and all future costs and liabilities would transfer away from NZTA and there be minimal or preferably no risk that the entity would fail in the future and leave a burden on the general public or government.”*



This Councils involvement  
in a management &/or  
ownership entity is the last  
opportunity for saving the  
Historic Kopu Bridge.



# Why? - Potential Benefits

- Retention of Category One Heritage Item
- John La Roche (IPENZ) – “Significant Engineering Achievement”
- Contribution to local and district heritage asset collection – alignment with Heritage Park Concept? Heritage Trail
- Major feature - District Heritage Tour



# Benefits continued....

- Leisure and recreational opportunity
- Visitor Interest Attraction – weekly bridge openings operated by Trust
- Major feature of the K2K cycleway experience
- Economic benefit -a reason to pull into Kopu. Supporting local businesses

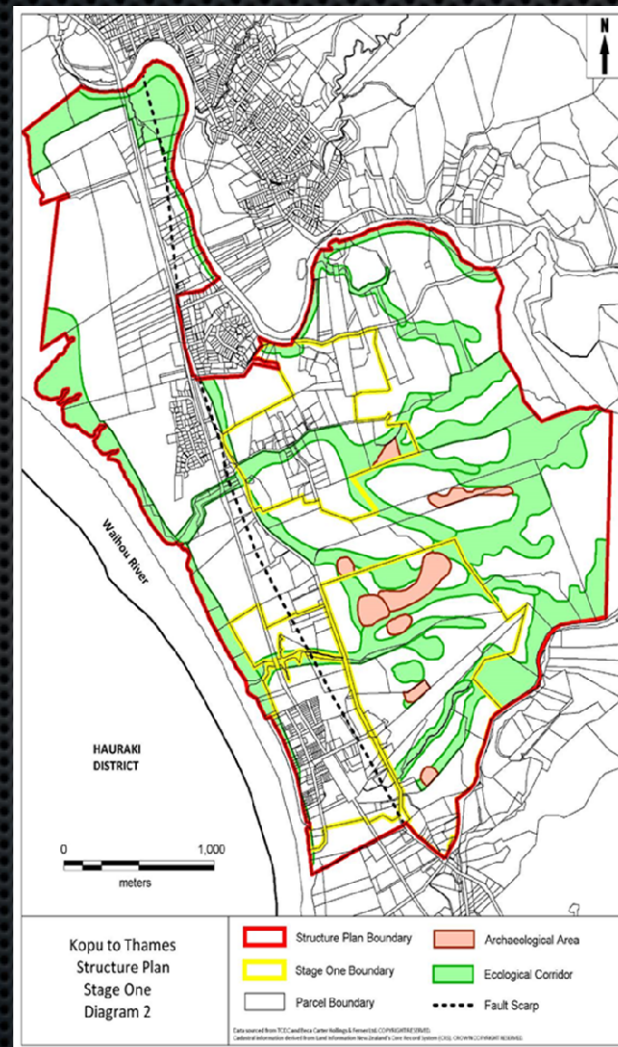


# Benefits continued....

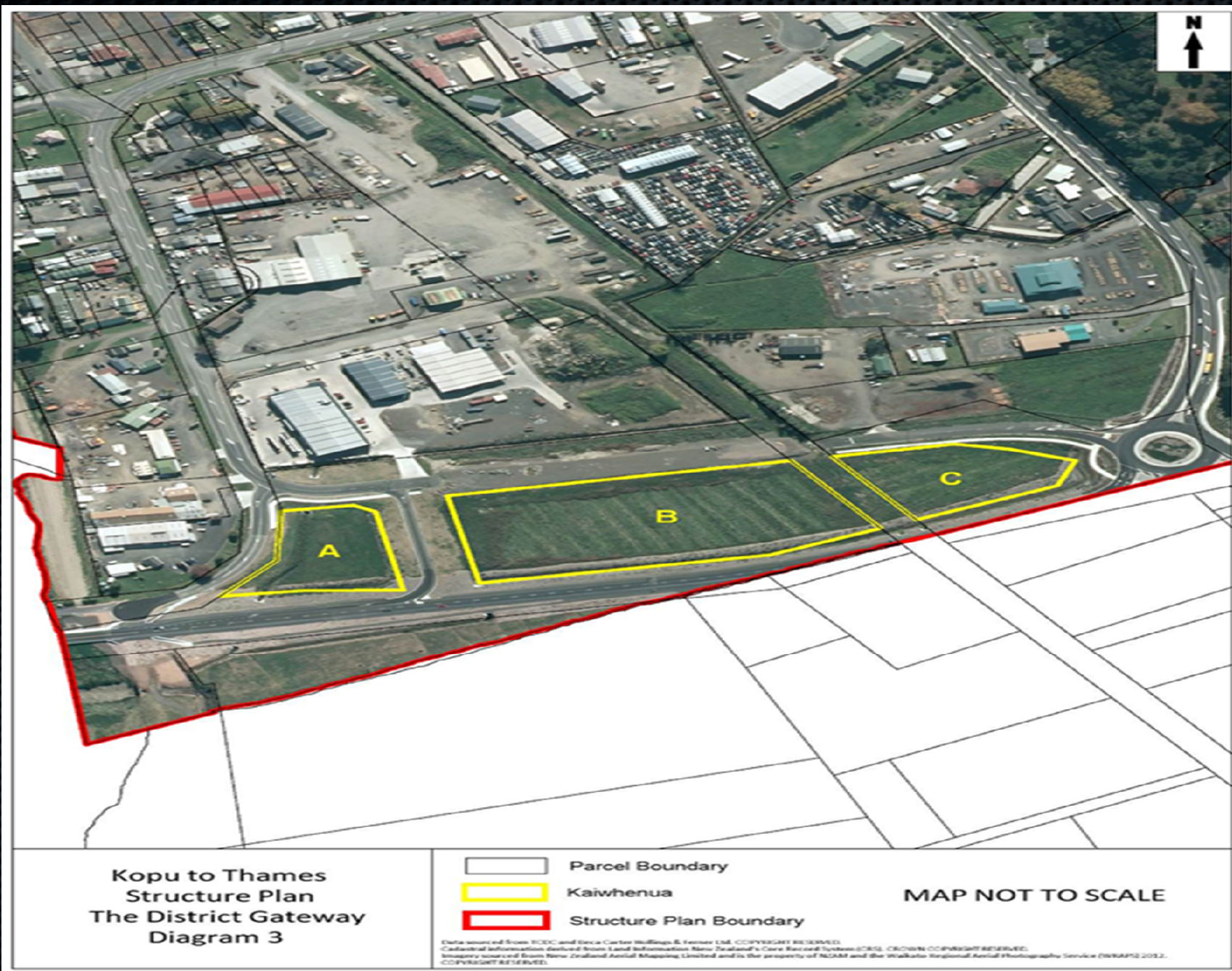
- Demolition Fund – internal lending opportunity
- Early release of surplus NZTA land “Kaiwhenua” blocks for stormwater improvements and development potential
- Discovery Centre Site



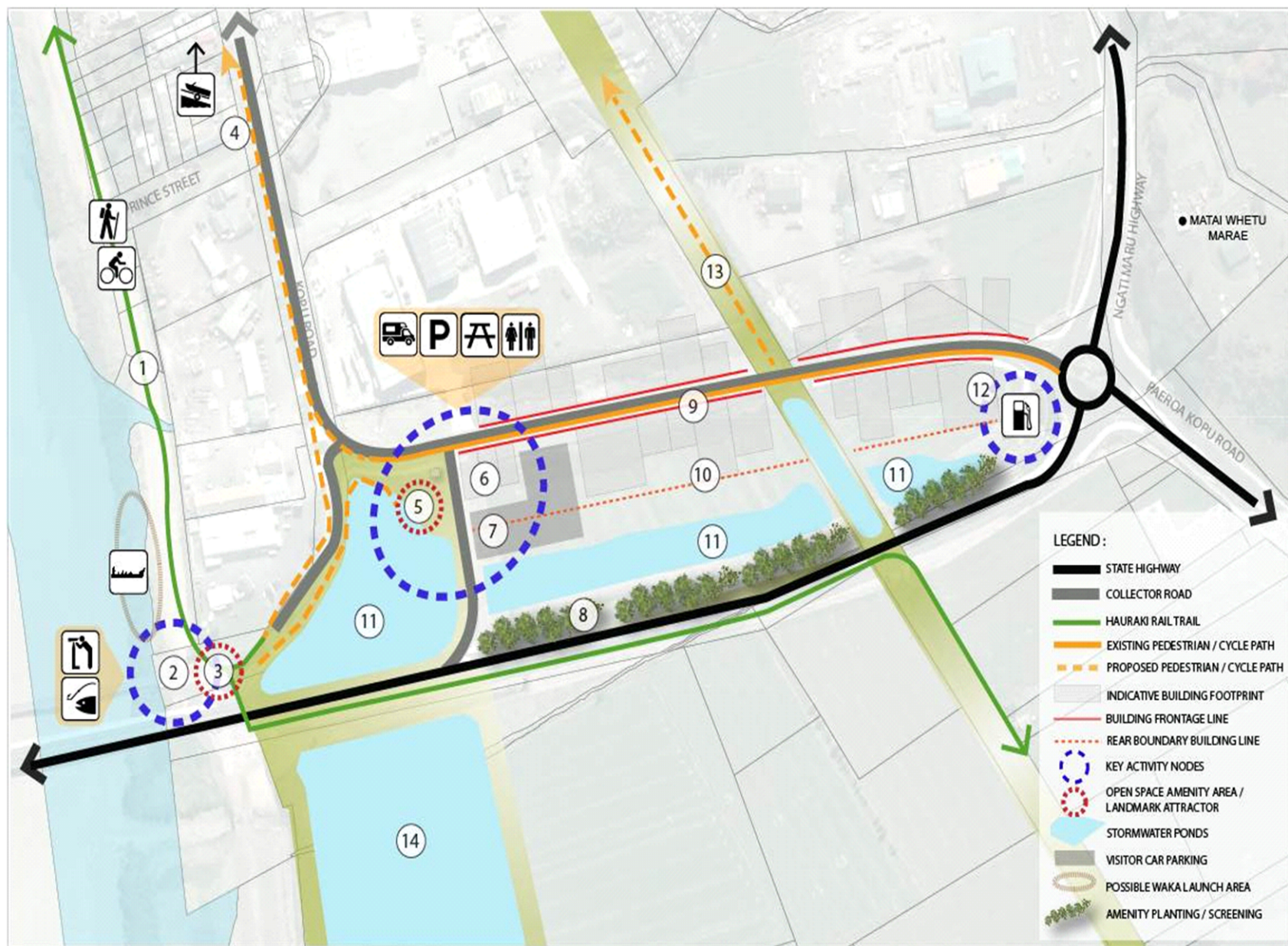
# Strategic Alignment with Kopu Structure Plan











Map Scale @ A3: 1:2,000  
0 12.5 25 50 75 100  
Metres

Title:

## Kaiwhenua Concept Plan - Diagram 5

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# Disadvantages

- Fund management – Council resources
- Renewal Costs – renewal upgrades of handrails / painting / concrete pointing
- Operating Costs - On-going maintenance
- Trust failure to meet the above = burden of continued retention cost or demolition cost to Council



# Key Risks to Council

- Financial Liability in scenario that HKBS fails – TCDC Inherits the Burden
- O & M Cost Deficits
- Bridge Maintenance - Health and Safety



# H&S - Upgraded Hand Rails

- Hand Rails – Built Prior to Building Code 1992
- Not Required to meet Building Code – Grandfather Clause
- Consents (TCDC, HDC, NZHPT) + Cost of New Hand Rails
  - BBO Estimate \$450,000; BECA \$772,000
  - OPUS / TMH approximately \$100,000



# Four Options:

Option A (Retain the Bridge)	Option B (Retain the Bridge)	Option C (Retain the Bridge)	Option D (No Support?)
TCDC Manages the Demolition Fund	TCDC Manages the Demolition Fund on behalf of the HKBS Trust	The HKBS Trust Manages the Demolition Fund	Do Nothing
TCDC Owns the Bridge	The HKBS Trust Owns the Bridge	The HKBS Trust Owns the Bridge	NZTA Owns the Bridge
TCDC Manages the Bridge	The HKBS Trust Manages the Bridge	The HKBS Manages the Bridge	NZTA Demolish



# NZTA Acceptability

## Assessment: Only Two Viable Options

Option A (Retain the Bridge)	Option B (Retain the Bridge)
TCDC Manages the Demolition Fund	TCDC Manages the Demolition Fund on behalf of the HKBS Trust
TCDC Owns the Bridge	The HKBS Trust Owns the Bridge
TCDC Manages the Bridge	The HKBS Trust Manages the Bridge



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# Decision Considerations

## Belief in the Benefits of Retention

### Costings

- Upgrade / Operations and Maintenance

### Financial Risk

- Demolition Fund Management



# Cost Variances

## NZTA vs. HKBS Reports

- Large variance in Ops & Maintenance costs between NZTA & HKBS?
- HPT assists HKBS with costs of Peer Review – findings?
- PPM Review – Francois Pienaar



# Review of Technical Docs

- NZTA / BBO / BECA
  - Foundations, Concrete Structure, Steel Structure & Hand Rails = One year's cost \$1.07M to \$2.33M
  - Excludes Mechanical Components
- HKBS / Opus / TMH –
  - Whole structure – Projected as a Programme over 25 years = \$1,82M
  - And includes Operation, Maintenance + Renewals



# Demolition Fund Management

- Chief Financial Officer - Overview



# IF SUPPORTIVE?

## Recommended Way Forward

- Meet with NZTA / HKBS / HDC to confirm positions and agree terms of engagement
- Review and confirm accurate maintenance and upgrade costs
- Review and confirm accurate life end disposal costs
- Assess ownership and management options
- Confirm preferred ownership and management option



# Viability Confirmed?

- Council Workshop – Proceed?
- Request NZTA suspend demolition spending
- Draft Legal Agreements
- Finalise Funding Structure and Rules
- Report Back to Council
- Confirm Intentions to NZTA



# Discussion

