



## Poutō wharf common questions

### How is Poutō wharf being funded?

Building a wharf at Poutō is part of Kaipara KickStart, an umbrella programme led by Kaipara District Council and funded by Kānoa – Regional Economic Development & Investment Unit. The Kaipara Wharves project includes upgrading Dargaville wharf and Pahi wharf (including a pontoon at each) and building a new wharf at Poutō. It has received \$4.95million in PGF funding from Kānoa – Regional Economic Development & Investment Unit.

In addition to this, in April 2022 Elected Members unanimously approved paying the forecasted \$265,000 project shortfall for the wharf, funded from the district's financial contributions reserves. The decision was made at an extraordinary Council meeting held 13 April 2022.

### Who is undertaking the construction of Poutō wharf?

The physical works contract has been awarded to STF Limited (STF), specialists in Marine Infrastructure Design, Construction, Maintenance, and Salvage.

### What materials will the wharf be made of?

The wharf will predominantly be made from timber, with steel piles. It is designed for all-tide access for charter/tourist boats, fishing and recreation.

### How long will the wharf construction take and when is it expected to start?

Work onsite is planned to start in 2022, starting sometime in late August/early September (subject to shipping of materials), and take approximately three months. As part of the work around the wharf construction, Council's roading team will first widen the access to the beach, addressing community concerns around safety and visibility in a busy area. This work is planned to occur in the next week, and following this, STF Limited will transport the steel piling

down to the Point. Physical works for the wharf are then planned to kick off later in September.

The project team is working closely with representatives from Waikaretu marae and Te Uri o Hau to ensure nominated kaitiaki (guardians) are regularly onsite to undertake cultural monitoring during the construction. Waikaretu marae will lead a pre-construction blessing before any work begins.

We will be providing regular project updates on the work during this time. You can stay up to date through Antenno or the Kaipara KickStart mailing list.

### **Will there be access to the beach while the wharf construction is occurring?**

Vehicle access to the beach will be maintained while construction is underway, though traffic management may be in place at times. Provision will be taken to ensure emergency services can access the beach during construction. We will keep you updated as we move through the construction period. Our contractors will look to minimise disruption wherever possible.

### **Will the wharf at Poutō be for passengers only, or is it designed to accommodate a future car ferry service to Helensville?**

The new Poutō wharf is proposed to cater for charter/tourist vessels, fishing and recreation. It is not designed for a vehicle ferry service.

During early investigations as part of the Kaipara Wharves Feasibility Study and Programme Business Case, transport options involving car ferries were considered, however these options were dismissed due to the high cost of capital investment required, commercial viability and sustainability issues. There are no car ferry operations included or catered for within the first stage of transport network development.

### **Does the project include upgrading the Poutō Point carpark or the walkway to the wharf?**

No, the funding allocated from Kānoa – Regional Economic Development & Investment Unit is only for the new wharf. The budget does not include upgrades to the carpark, footpaths or new toilet facilities. Council is investigating other possible funding streams that could be accessed to complete this work in the future. Recently, a successful application was made for \$124,000 towards improving the carpark area in Round 6 of the Tourism Infrastructure Fund.

### **What kind of safety features will the wharf have?**

The wharf design includes a timber handrail for its full length, including around the head of the wharf (the t-bar section), with exceptions for the two sections at the end for embarking and disembarking.

*Pictured: Example of a handrail on another wharf STF Group completed recently, similar to what Poutō wharf will have.*

*\*The wharf pictured is narrower than Poutō will be (Poutō wharf approx four metres wide)*



Safety railing will also be installed on the inside of the stairs. The seaward side of the stairs will remain open to be accessible for boats dropping off and picking up passengers. Navigational lights will also be installed on the wharf head, as will a life ring and a safety ladder.

### **Does the wharf design allow for rising sea levels due to climate change?**

The wharf design is designed for all-tide access and has taken into account 100 year projected climate change effects and sea level rise, on top of the current mean high tide and mean low tide for the area, allowing for the projected increase in sea levels in the coming years.

For more info about the Kaipara Wharves project and the Kaipara KickStart programme, head to [www.kaipara.govt.nz/kickstart](http://www.kaipara.govt.nz/kickstart)