

# Kennedy Point Ferry Terminal Ramp Extension & Wharf Reconstruction

Project Update: 8<sup>th</sup> October 2018



## Welcome to the first Kennedy Point Wharf works weekly update...

The **Stage 1** works began in earnest on Wed 26<sup>th</sup> Sept with the set out of the site Traffic Management controls.

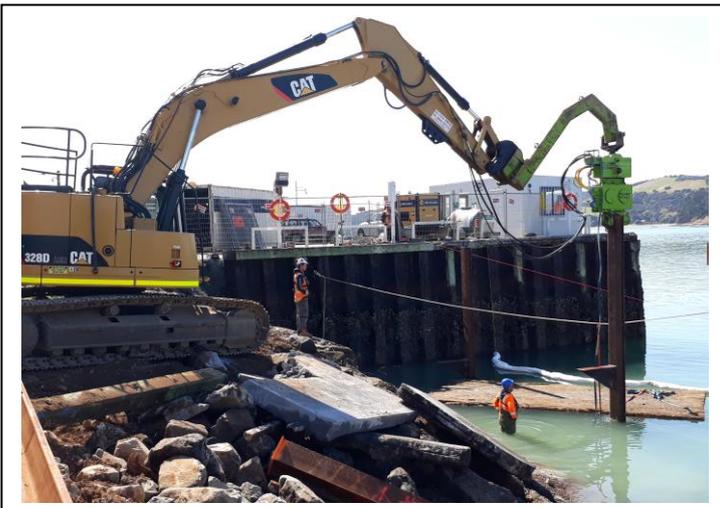
This provided a 'soft start' to the works and was designed to help operators and terminal users get used to the presence of the works and the impacts upon parking and the now limited space within the main terminal area.

As expected, there were some initial 'teething problems' as HEB Construction worked with both Sealink and McCallum Bros. to fine-tune the TMP layout to try to establish the best layout to suit both operators and the public.

After completing the TMP set up, the first order of business was to create the staging platform for the excavator and sheet piles that are being transported to the island via HMB by the vehicle ferry operator, Sealink.

With the ramp slab removed and the surface re-graded to provide a more level base to work from, the driving of the formwork for the sheet pile cofferdam began...

HEB are using the quietest vibro-head available to drive the cofferdam sheets and piles into the seabed - the sheets are both pushed and vibrated into position. This equipment and methodology is key to us achieving our environmental objective of significantly reducing noise and vibration created by the works whilst also minimising the impact of the works upon marine life as far as is possible.



## The Works.

### Stage 1. Sept 2018 – Dec 2018.

The reconstruction of the redundant western abutment ramp adjacent to the main wharf structure.

This will provide an alternate berth during the main wharf works for the bulk materials vessels serving Waiheke's commercial and retail materials suppliers (incl. AT's RCM and Seal Extension programmes with Downers).

The new abutment ramp will provide much-needed additional berthing capacity to enable increased services by operators, provide a contingency berth in adverse tidal or weather conditions and additional berth capacity for future operators.

Separation dolphins are also being installed to ensure safety between commercial operators and recreational boaters using the public ramp and pontoon.

### Stage 2. Apr 2019 – Dec 2019.

The main wharf works... AT will be constructing a new perimeter sheet pile wall at a 2m offset around the current structure. Although this marginally expands the footprint of the current reclamation, it almost entirely eliminates the risk of silt and debris from the works (or current failing structure!) from entering the pristine waters of the Hauraki Gulf during construction.

The new wharf structure is designed to give a minimum 50-year lifespan, by which time the expansion and/or wider redevelopment of the KP Terminal should have taken place.

### Stage 3. Apr 2020 (or, directly after completion of the Stage 2).

The final set of works aims to install improved street lighting for road and general safety and the reconstruction of the road surfacing to cater for modern traffic levels.

The current road construction type is in excess of 30 years old, is based on reclamation fill and has required significant maintenance works over the decades to maintain the terminals accessibility and operation.

The road will be reconstructed to meet modern standards and will better cater for future increases in heavier commercial traffic.

### Innovation.

The design of the main wharf structure includes improved seismic resilience. The current structure has no seismic rating. In the event of a natural disaster, the wharf structure will provide safe and reliable access for relief response efforts even if the adjacent vehicle ferry ramp becomes inaccessible due to sustained damage.

The new structure also includes Cathodic Protection measures to provide increased longevity and more reliably inform and predict its long-term durability and degradation. This will enable AT to improve its inspection regimes and improve the prediction of maintenance needs (both physically and financially), particularly later in the structure's life where traditional maintenance and funding needs increase exponentially.

All new street lighting will be in line with AT's current design guidelines and will include LED technology to minimise power consumption to reduce the carbon footprint and energy costs of both the organisation and the location.

In addition to improved safety, the new street lighting will also follow AT's commitment to the 'Dark Skies' philosophy by using lamps which reduce light-spill.

## Health & Safety Corner...

As well as managing their site and general terminal traffic, HEB are also juggling the need for tipper trucks to maintain access to the main wharf face to unload the McCallum Bros bulk material vessel.

The Kapua brings up to 2000t of material per week to the island - serving AT's Road Corridor Maintenance and Seal Extension teams, Placemakers and Ready Mix Concrete in Ostend as well as a host of smaller and private developers building their dream homes on the island.

HEB and Sealink are working proactively together to manage any wayward foot passengers – most of whom seem to lose all road sense the moment they step off the ferry and enter 'holiday mode' (but who can blame them, it's beautiful Waiheke Island after all!).

