

from a local level and co-ordinating them from council."

He adds that despite not being able to meet pre-approval requirements, local businesses end up with some of the workload.

"It's nonsensical. There's a whole load of work that we've fought for our local contractors to be doing and they've been pushed back on the basis they are not pre-qualified.

"What we then see is those local contractors doing the work for the council anyway, as subcontractors, via the third party. You've got to step back and ask yourself 'what was the problem in the first place?'"

As a local business owner, Mrs Gloyn believes in a return to previous contracting methods. "You've now got the bureaucratic machine of the council and its costs," she says. "In the old days, it was a much simpler environment. It worked well, but now we live in a different world."

For now, Mr Walden urges local business to approach main contractors to garner sub-contracting roles. "These contractors that are servicing the main needs of the council do need reliable and competent tradespeople in order to make things happen," he says, "It is the regime we've got so we've got to make it work as best we can." • Richard Jones

Moa Ave and the sacrificial seal

It's just a straight residential road, down the hill to Blackpool. But the twists and turns in the Moa Ave roadworks saga continue.

When work began last summer, many queried why this quiet residential street gained priority from Auckland Transport ahead of potholed main roads. (Residents in some other Waiheke streets are wondering the same thing in this year's resealing season).

The Moa Ave works included raising the road and undertaking drainage improvements, at an estimated \$1 million cost.

Then, with works well-advanced, came the March and April deluges which showed the drainage work was insufficient and had contributed to flooding in residential sidestreets. Council stormwater department Healthy Waters stepped in. Work on resealing the lower portion of Moa Ave was put on hold while the department looked for solutions. But the top half of the road was resealed - at least, that's what locals thought.

Then areas began to fail.

Then, this month, Auckland Transport again began resealing work on the top half of the road.

According to the council controlled organisation, the road surface previously applied was only ever a temporary seal to waterproof and protect the road base pending a decision on further stormwater upgrading. Last week, contractors stabilised the road base with cement-lime. This will be followed by the final chipseal road surface as soon as weather allows.

AT's spokesman says the application of the temporary seal was communicated to the local board.



Lower Moa Ave will be completed once there is a decision from Healthy Waters on further stormwater works. "We may apply a further sacrificial seal to protect the existing road base."

"There is certainly an additional cost involved which is yet to be quantified and will be met by AT and Auckland Council." • Geoff Cumming



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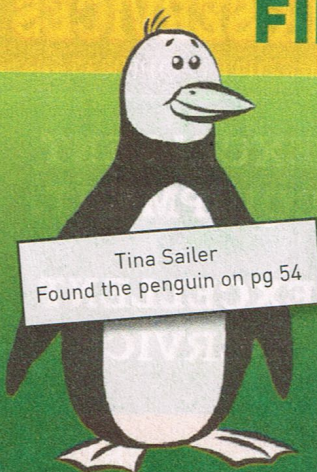


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