

**AGENDA FOR AN ORDINARY MEETING OF THE PROJECTS SPECIAL COMMITTEE
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 7 AUGUST 2002
COMMENCING AT 9.00 AM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFIRMATION OF MINUTES	1
4	AFTERCARE REPORT FOR ARCHIBALD PARK	2
5	NORTH CANDIA ROAD LINK	4

**AGENDA FOR AN ORDINARY MEETING OF THE PROJECTS SPECIAL COMMITTEE
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 7 AUGUST 2002
COMMENCING AT 9.00 AM.**

1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information Act and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Committee resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFIRMATION OF MINUTES

Ordinary - Wednesday, 3 July 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Projects Special Committee held on Wednesday, 3 July 2002, as circulated, be taken as read and now be confirmed.



4 AFTERCARE REPORT FOR ARCHIBALD PARK

PURPOSE OF THE REPORT

The purpose of the report is to outline to the Projects Special Committee the progress and status of the works currently being undertaken at Archibald Park in Kelston.

BACKGROUND

Archibald Park is 12.9 hectares in area and is located on the Kelston Peninsula fronting onto the Whau River foreshore.

The park is a historic Council-owned landfill which operated from 1968 through to the early 1980's. Refuse material consisting of domestic, commercial and industrial waste was placed directly onto marine mud. On completion of filling, the site was landscaped and surfaced for use as playing fields.

Investigations showed that the capping was inadequate in many places and that surface drainage of the park was poor. Over time the refuse has settled which has led to the cap becoming very uneven resulting in surface ponding. The poor drainage and ponding not only contribute to the production of leachate but also reduce the quality of the park for public use.

The bank between Archibald Park and the Whau River was also shown to be unstable and eroding in places with significant sections of rock armour having fallen away over time.

STRATEGIC CONTEXT

In 1995 Council adopted a prioritised plan for the investigation and resolution of aftercare issues on closed landfill and balefill sites within Waitakere City Council. A strategic objective for waste is that all former waste sites are clearly identified and managed in a safe and environmentally acceptable manner.

Council strategy is underpinned by the fact that landfill aftercare has statutory requirements under the Resource Management Act.

ISSUES

Works were proposed to:

- Remediate the sea wall;
- Improve the quality of the cap; and
- Improve surface drainage on the site.

The necessary consents were obtained for the proposed works; however, a redesign of the coastal protection works was deemed desirable as the original proposal required significant earthworks immediately adjacent to the coastal marine area and had a high visual impact. The subsequent design is visually similar to the existing sea wall and requires significantly less physical works to implement.

As the nature of the work is different from the original proposal, replacement consents have been applied for. Preliminary consultation with the Auckland Regional Council has indicated that the new design is appropriate and that the consent is likely to be processed without any further public consultation/notification.

The works associated with upgrade of the cap are being undertaken in two stages. The first stage works are on the southern half of the site. This involves thickening of the cap to minimise stormwater infiltration and remove low spots, sloping of the surface to improve drainage and the provision of grassed swale drains.

These works began during the 2001/2002 earthworks season (01 October 2001 to 30 April 2002) and were expected to be completed by May 2002. An unseasonably wet earthworks season resulted in slow progress being made. A works extension was granted by the Auckland Regional Council (ARC) to the end of May 2002.

Continuing wet weather meant that works were still not able to be completed by the extension date and the Auckland Regional Council required that the site to be stabilised (grassing and mulching exposed areas) and closed for the winter.

Closing of the site to Auckland Regional Council standards involved the removal of sediment from the sediment treatment pond, construction of an additional silt fence, maintenance of existing silt fences and maintenance of the decanting structures in the sediment treatment pond.

The Contractor charged with ensuring the site met Auckland Regional Council requirements for closure was repeatedly unable to achieve this. A number of site inspections by the Auckland Regional Council which resulted in repeated requests for the same work to be completed and another contractor was appointed to finish the job. The site is now compliant with Auckland Regional Council requirements.

It is estimated that there is approximately six weeks of work left to complete the earthworks on the southern half of the site. It is hoped that depending on weather work can begin before the start of the earthworks season so that advantage may be taken of the spring growing conditions for the grass. Auckland Regional Council has indicated that a request for an early start will be viewed favourably.

If an early start is achieved it is likely that the fields will be ready for use in April 2003.

Completion of the coastal protection works will depend on the length of the consent process but is envisaged to be completed within the 2002/2003 year.

RESOURCES

The approved annual plan has \$176,000 included for completion of the drainage, capping, topsoiling and grassing of the southern half of the site. A provision for the coastal protection works and for staff time was made in the 2002/2003 Annual Plan.

CONCLUSION

Wet weather has slowed the progress of the work. The site is now closed and is compliant with Auckland Regional Council requirements.

An early start may be possible if weather allows which will result in use of the fields in April 2003 being more likely.

Timing of the coastal protection works is dependant on the consent process for the new design.

RECOMMENDATION

That the information be received.

Report prepared by: David Nelson, Closed Landfill Aftercare Engineer.



5 NORTH CANDIA ROAD LINK

PURPOSE OF THE REPORT

The purpose of this report is to inform the Projects Special Committee on progress with the planned Candia Road/North Candia Road connection. This project extends North Candia Road under the existing bridge on the Western Rail Line to join Pooks Road at the Candia Road intersection. The existing O'Neills Road at-grade rail crossing is to be closed once the work on North Candia Road is complete.

BACKGROUND

The Candia Road/North Candia Road connection project had been delayed owing to complications in acquiring land. The land acquisition was successfully completed during the latter part of June 2002 and the project is now able to continue to the construction phase planned for October 2002 and the budget has been carried forward accordingly.

STRATEGIC CONTEXT

This project establishes a direct route between Henderson Valley Road and Swanson Road improving connectivity between Swanson and Henderson. This will reduce pressure on alternative routes. This work will facilitate the way in which road and rail networks work together. This is consistent with Council's policy of improving levels of service through new connections rather than widening existing intersections.

ISSUES

A contract for the land acquisition for North Candia Road was successfully concluded at the end of June 2002. This contract requires the landowner to pay Council and Transit a total betterment payment of \$150,000.00. This payment is deferred until the landowner develops the land or sells the land.

The proposed works program for the North Candia Road link is:

A1-A2

1. Finalise contract documentation in July/August 2002.
2. A 'letter-drop' in the area surrounding North Candia Road in August 2002 to inform residents of the proposed roading changes. The Swanson Residents and Rate Payers Association has been consulted on the letter to be distributed (copy attached at pages A1 to A2).
3. Tender August 2002.
4. Award Contract September 2002.
5. Start Works October 2002.
6. Complete Works March 2003.

Intersection improvements which form part of this project include:

1. The Swanson Road/North Candia Road intersection is to be improved. North Candia Road is to have a give-way and throat island while Swanson Road is to have a 2.5 metre flush median and turning bay at the North Candia intersection.
2. A roundabout is to be constructed at Pooks Road/North Candia Road/Candia Road intersection.

Although the existing O'Neills Road at-grade rail crossing is to be closed to road traffic, a pedestrian rail crossing will be maintained. A 2.5 metre centre median is to be provided on O'Neills Road in the area of the pedestrian rail crossing to assist pedestrians crossing O'Neills Road.

As part of the construction of the new road connection, footpaths will be provided and existing footpaths will be upgraded.

RESOURCES

The resources to complete this project have been budgeted for in the 2002/2003 Annual Plan.

CONCLUSION

The arrangements are complete for the implementation of the connection of Candia and North Candia Roads and associated improvements, and the closure of O'Neills Road rail crossing to motor traffic only, beginning October 2002 and finishing March 2003 in accordance with Council's agreement with Transrail New Zealand.

RECOMMENDATION

That the information be received.

Report prepared by: Edwin Dearham, Transportation Engineer: Planning.



22 July 2002

Owner(s) / Occupier(s)

Dear Sir / Madam,

NORTH CANDIA ROAD / O'NEILLS ROAD ALTERATIONS

This letter is to inform residents and ratepayers in the O'Neills Road and North Candia Road area of planned changes to the roading layout.

As you can see in the attached plan North Candia Road is to be extended under the rail bridge linking the existing North Candia Road to Pooks Road at the Candia Road intersection.

Trans Rail has required the O'Neills Road rail crossing to be closed to vehicle traffic for the safety of the rail network. The elevated rail over North Candia Road was designed to facilitate this.

The existing North Candia Road is to have its footpaths and berms reconstructed. A footpath is to be provided along the new section of North Candia Road linking to the existing facilities on Pooks Road and Candia Road. North Candia Road / Pooks Road / Candia Road intersection is to be upgraded to a roundabout, as part of the road connection project.

The Swanson Road / North Candia Road intersection is to be upgraded. A 2.5-metre wide flush median and turning bay is to be provided on Swanson Road at North Candia Road intersection. A throat (centre) island is to be provided on North Candia Road at the intersection.

A pedestrian rail crossing is to be provided at O'Neills Road linking the existing footpaths each side of the rail. A central refuge will be provided on O'Neills Road to assist pedestrians across O'Neills Road.

Construction work on North Candia Road is planned to begin in October 2002. The O'Neills Road rail crossing will be closed to vehicles after the new road link construction has been completed.

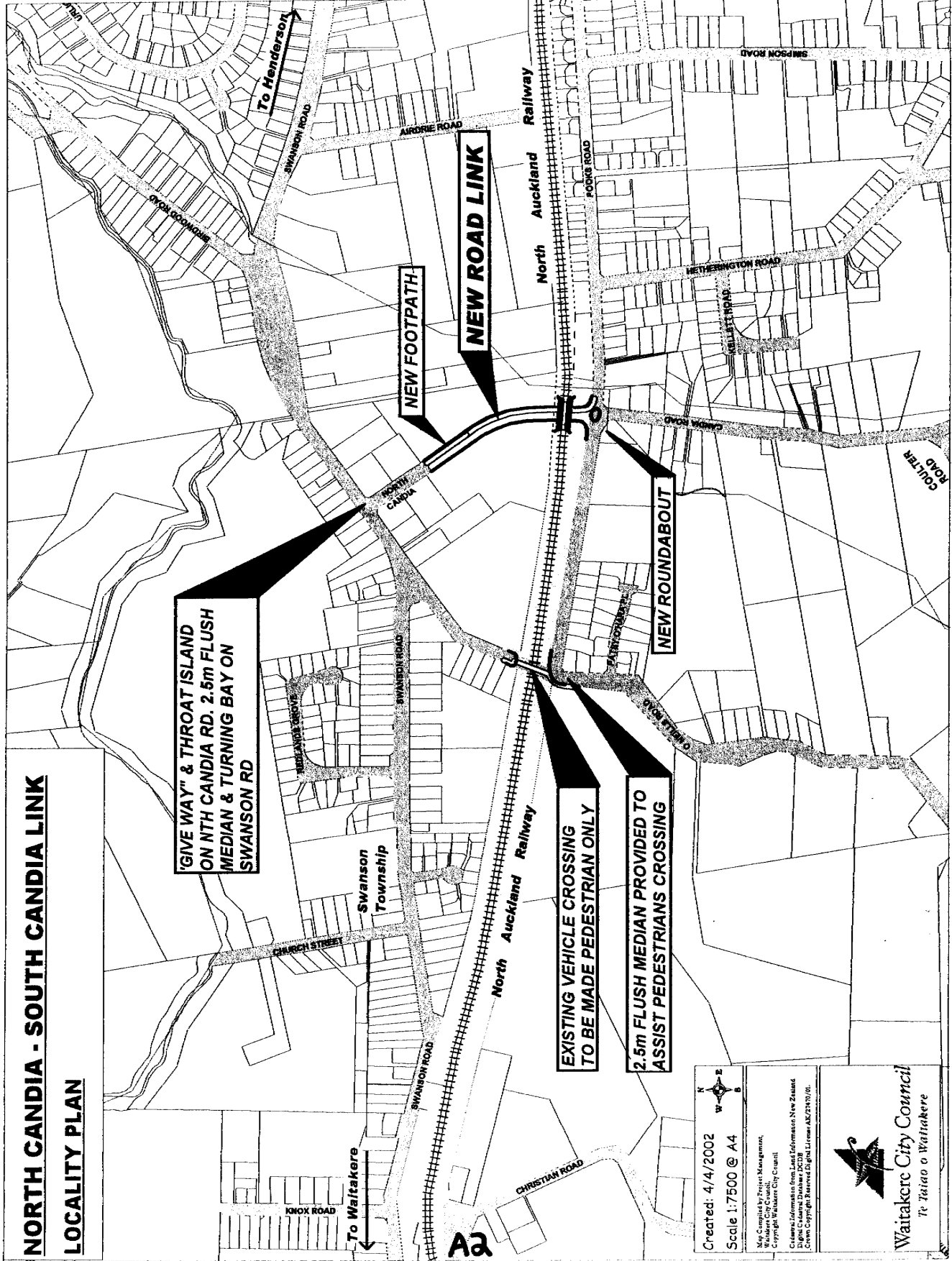
Appropriate temporary and permanent traffic signs will be provided to inform the motorists of the route changes prior to opening the new route to traffic, and to control traffic on the new route when completed.

If you have any queries or would like to discuss these changes, please call me on 836-8000 ex 8736.

Yours faithfully

Edwin Dearham
TRANSPORTATION ENGINEER: PLANNING

NORTH CANDIA - SOUTH CANDIA LINK LOCALITY PLAN



Created: 4/4/2002
Scale 1:7500 @ A4

Map Compiled by Project Management,
Waitakere City Council.
Copyright © Waitakere City Council

Cartographic Information from Land Information New Zealand
Digital Cartographic Information
Copyright © 1998, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025

Waitakere City Council
Te Itiao o Waitakere