

CENTRAL INTERCEPTOR BULLETIN

Haverstock Road site, Sandringham

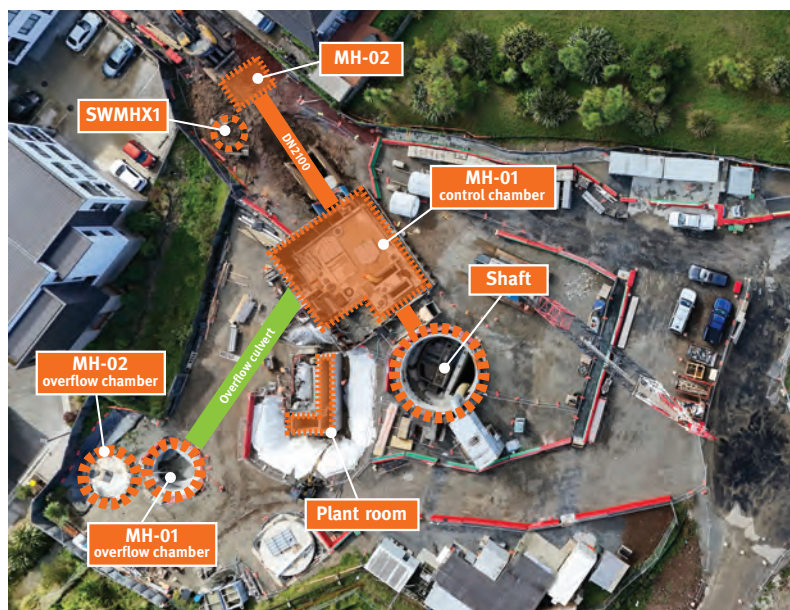
We're building the Central Interceptor, a super-sized wastewater tunnel to reduce overflows, creating a better environment for you to enjoy.

Construction update

We have nearly finished work on the 50m deep shaft after installing all 11 of our cascade shelves. Work is now starting to connect the shaft to the main tunnel. The control chamber which adjoins the shaft is also nearly complete, with only the flow control gates yet to be installed. The two new overflow manholes adjoining the stream at the northern end of the site have also been finished, gate installed and tested.

Work has started on the plant room, which is next to the shaft, with the underground section now completed and works ongoing for the building itself. The plant room will house all the hydraulic and electrical components for the automated gates in the chambers: these control the flows of wastewater into the shaft and down into the tunnel.

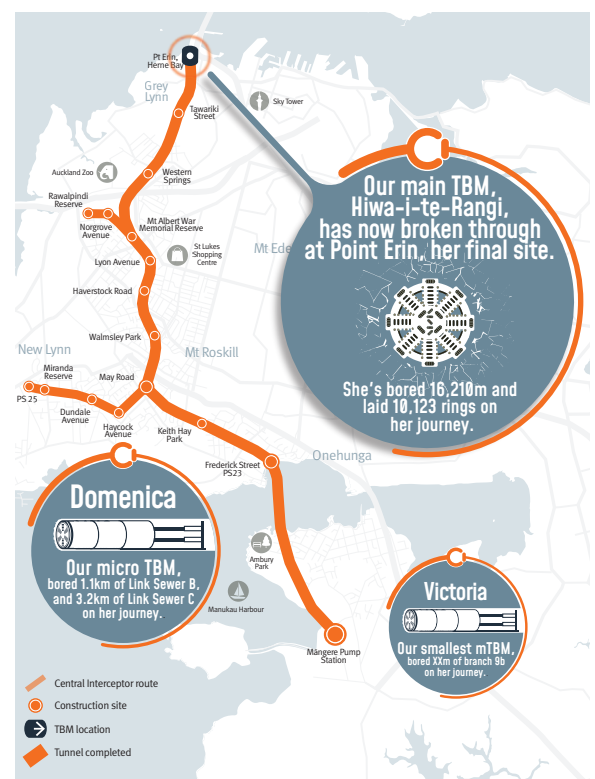
Excavation and pipelaying of a 2.1m-diameter pipe have started, with three sections laid and eight more to go. This new pipe will help divert overflows of the existing sewer into the tunnel.



What's next?

While we've been very busy on site, there is still quite a lot of work remaining in this challenging location.

The Central Interceptor's three Tunnel Boring Machines have now completed their work.



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Once the shaft-tunnel connection is completed, we will install the lid on the shaft and start the reinstatement around it. We have two more large chambers yet to build and connections to existing sewer and stormwater networks will follow.

Works in this area is next to the accessway into our site which is very narrow and has a hard, underground basalt layer. In addition, given that these works are required to take the flow from the existing network, the chambers will be built around live pipes. The new chambers will each be 6m deep and 25-30 square metres, with connections and ducting making a total of more than 200 linear meters.

Because there is so much work to do in a very narrow area, we have had to close our accessway into the site from Haverstock Road. We are now using Hampstead Road to enter the site via Plant and Food and exiting via Camden Road, as usual. The trucks and machinery working in the accessway will still use the Haverstock Road where possible.

There are several stages of work to be completed before we can start with reinstatement of this site early next year. Once the chambers/manholes and connections have been completed, extensive testing is needed to make sure there are no leaks on the many metres of pipes. It's complex and demanding work building massive new infrastructure for Auckland to have cleaner waterways and beaches.

Hiwa-i-te-Rangi completes her epic journey

On 28 March, Auckland Mayor Wayne Brown gave the order for our TBM to start up for the last time to finish the final few centimetres of her 16.2km journey since being launched from Māngere Wastewater Treatment Plant in July 2021.

At a special celebration event, 250 guests gathered around the 30-metre-deep shaft to watch the action as it was livestreamed onto a large screen. Slowly, the 5.2m diameter cutterhead emerged through billowing dust, chewing its way through the final centimetres of the concrete shaft wall—and into daylight.

Shayne Cunis, Watercare Chief Programme Delivery Officer says the breakthrough is a huge milestone and is testament to the skills of the tunnelling team provided by construction partners, Ghella Abergeldie Joint Venture: "The tunnellers have worked 24 hours per day, six days a week to build the tunnel. This is world class engineering, and it's been completed safely, economically and on time, which is rare for any major infrastructure project.

"The TBM has been through ten shafts, but breakthroughs never get old, and we'll always remember this final one. I am incredibly proud of the 600 staff who've worked on this project. This is a very special day."

Tunnellers have worked 24 hours per day, six days a week to build the tunnel. Hiwa-i-te-Rangi laid eight to 10 rings and travelled around



Celebrating her final breakthrough March 2025

22 metres per day. The concrete rings are coated with a plastic liner to protect against the corrosive effects of wastewater, to ensure the tunnel lasts 100 years.

She is now being removed from the shaft in sections, by the time this is issued she will be fully removed from the tunnel. Thermal welding on tunnel segment joints will ensure the tunnel is air-tight and services such as locomotive tracks will be removed. Elsewhere, the tunnel will continue to be connected to the existing wastewater network.

Any questions?

For up to date information please see our website:

 www.centralinterceptor.co.nz

You can also email us at:

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Or phone:

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