Issue 9 | November 2025

CENTRAL INTERCEPTOR BULLETIN

May Road site, 54 Roma Road and 105 May Road

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

Site update

Our May Road site is looking very different these days as we move into the last stages of construction and reinstatement. By mid-2026, we hope this site will be almost complete, with the Central Interceptor tunnel fully connected and operational.

In March, excavation of the 16.2km-long Central tunnel was completed when our TBM, Hiwa-i-te-Rangi reached the final shaft at Point Erin. The nearly 200m-long machine was removed from the shaft and demobilised off-site. (Hiwa-i-te-Rangi is resting after her epic journey and will likely head off-shore to do her good work in another country).

Work is almost completed stripping out the tunnel services such as power cables and railway tracks. At the same time, the tunnel segments, which line the length of the tunnel, have been welded tightly together.

Work is continuing in the 72m-deep shaft to install all the equipment we need to connect the shaft to the tunnel. May Road site is the largest and most complex site along the tunnel route. It will be the last site to be completed as we work on the many connections to commission the full Central Interceptor network. During the past year, this site has been the main operational site for tunnelling, storage of tunnel segments and spoil removal.

The southern section of the tunnel, which includes the 2.1m-internal-diameter Link Sewer C, is already operational. This 3.2km-long tunnel starts in Miranda Reserve, Avondale, runs past Dundale Avenue and Haycock Avenue to into Shaft A at May Road.

At May Road, we've removed the noise shed, taken the massive yellow gantry crane away and deconstructed the spoil shed. Currently, we are breaking out all the temporary concrete which is no longer necessary.

The ATF (air treatment facility), the only permanent structure above ground on-site, has been completed and is waiting to be connected when the CI goes live in 2026. We're also getting ready to hand back some of the leased land, where our offices are, and consolidating the remaining Watercare land.

One small addition to our activities on our May Road site will enhance the appearance of the finished site next to the stream adjacent to Marion Avenue. Please see on the other page for more details and drawings of this ecological enhancement.

TELL US HOW YOU REALLY FEEL

Take the online survey at: **www.watercare.co.nz/aucklandprojects** or scan the QR code

MH-01 Manhole

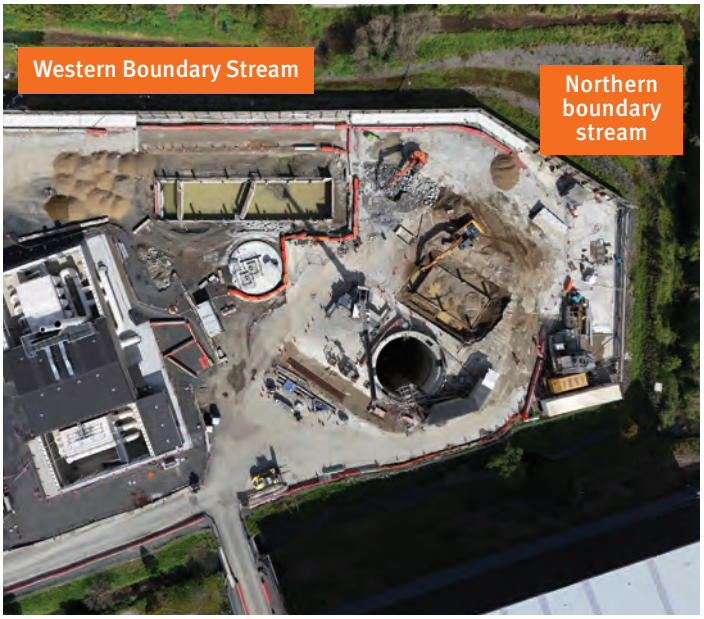
Piling has been completed for a new chamber, MH-01 (see images below). We are now excavating 8m deep to construct this pre-cast concrete manhole.

It will be connected to Shaft B by a six metre, 675mm diameter wastewater pipe, with a further connection built and capped and available for future works.

Watercare stream ecological enhancement project, 54 Roma Rd

With the completion of the Central Interceptor project in sight, Watercare wishes to leave a legacy in the communities we have worked in, over and above the huge environmental value of the tunnel itself. One such project is an ecological enhancement in Mt Roskill, alongside one of our busiest sites, at May Road.

The project's purpose is to provide a good environmental outcome for the stream area around our site. Our initiative aims to reshape and recontour the watercourses on the western boundary of our May Rd construction site, to improve ecological values. The locations are the Marion Ave watercourse, 140m in length, and the 65m Northern boundary stream.



We will reshape the two watercourses by cutting, filling and trimming the stream profile. The Northern stream excavation will be limited to the southern bank of the stream (on the side of Watercare's property) and the stream flowing within Goodman's property. Construction begins this month. The first stage focuses on the Western boundary followed by the second stage at the Northern boundary. Works during the second stage require removing existing layers of basalt from the stream bed to sculpt the required stream profile.

The proposed stream works will create a two-stepped stream channel, wherever possible. The design also provides for natural stream features typically associated with this stream type, where feasible, including meanders, eel redoubts, and native plantings. In addition, the stream design aims to implement the objectives and outcomes in Te Auaunga Awa Long Term Strategy. Ultimately, these will aid in having a waterway that runs clear in the rain and in which native aquatic life can flourish.

This channel design and works will include:

- a low-flow channel to provide an aquatic habitat when water is present
- a wider channel or 'bench' adjacent to the low flow channel to accommodate annual storm-flows (this channel will be planted with bendy indigenous sedges and rushes that will not restrict the channel's ability to hold or slow down floodwater)
- modifying the existing stream banks, including recontouring sections of stream bank in the Northern stream to reduce its height
- removing areas of riparian vegetation, where required, to facilitate the proposed bank recontouring works
- fostering suitable aquatic habitats and biodiversity to maintain a functioning stream ecosystem - including appropriate riparian native plant species and habitat features.

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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Follow us:
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We encourage you to receive these updates electronically - send us your email, your current mailing address and quote "Sign me up: May Road site bulletin" to ciproject@water.co.nz

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