



CCNZ PROUDLY PRESENTS



THE CCNZ HIREPOOL CONSTRUCTION EXCELLENCE AWARDS

2026

FINALIST BOOK

INCORPORATING THE CONNEXIS
CIVIL INDUSTRY TRAINING AWARDS
THE Z PEOPLE AWARDS



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CATEGORY

1

'AMEN' TO CHURCH CORNER SAFETY IMPROVEMENTS

PROJECT: Main South Road, Yaldhurst and Riccarton Road Safety Improvements, Church Corner

CONTRACTOR: HEB Construction

CLIENT: Christchurch City Council

VALUE: \$1,113,552

The Main South Road / Yaldhurst Road / Riccarton Road Safety Improvements (Church Corner) project in Christchurch was delivered by HEB Construction for Christchurch City Council, between 27 April 2025 to 23 May 2025. The project transformed one of the city's higher-risk intersections into a safer and more accessible environment for all users.

Delivered under a compressed 22 night programme, the works were completed entirely at night to maintain full daytime network operation for more than 20,000 daily road users and minimise disruption to surrounding businesses, residents, and key community services.

The project included intersection signalisation, pavement reconstruction, raised safe-speed platforms, upgraded pedestrian and cycle facilities, and shared path improvements.

Despite increased scope, contaminated material, and delivery during the Canterbury State of Emergency, HEB maintained programme control through disciplined staging, innovative full closures for high-risk activities, and strong coordination across multiple crews and subcontractors.

The completed project has delivered measurable safety improvements, including reduced vehicle speeds and improved intersection performance.

This project demonstrates excellence in planning, delivery, and stakeholder management, achieving high-quality outcomes while maintaining network functionality and delivering lasting value for the Church Corner community.





CATEGORY

1

RESURFACING WORKS WONDERS FOR NZ'S MOST SCENIC RUNWAY

PROJECT: Milford Airport Runway and Taxiway
Resurfacing

CONTRACTOR: Downer

CLIENT: Milford Sound Piopiotahi Airport

VALUE: \$618,000

The Milford Airport Runway and Taxiway Resurfacing project was delivered by Downer for Milford Sound Piopiotahi Airport in Fiordland. Planning commenced in January 2025, with physical works completed between 3 and 8 December 2025.

Consultant details were not separately applicable to the submitted works. Located beside Fiordland National Park, Milford Airport supports scenic flights, visitors, emergency access and local aviation businesses, with up to 240 aircraft movements per day during peak periods.

Downer delivered a \$618,000.00 excluding GST pavement preservation solution across approximately 20,125 m² of runway, taxiway and apron.

The works included surface preparation, water cutting, Grade 6 polymer modified emulsion chipseal, EnviroShield specialised emulsion preservation treatment, High PSV grit application, sweeping, FOD removal and line marking reinstatement.

By preserving the existing pavement rather than undertaking full rehabilitation, the project avoided a more disruptive option estimated at \$4 million to \$5 million or more, reduced closure exposure and provided an expected 5-to-7-year pavement life extension. It was completed with zero injuries, zero near misses, zero environmental incidents and zero spills.

CATEGORY

1

SMALL AND PERFECTLY FORMED FOR WATER TREATMENT

PROJECT: Havelock UV Treatment Plant

CONTRACTOR: Apex Water

CLIENT: Marlborough District Council

VALUE: \$533,000

The Havelock UV Water Treatment Plant project was delivered by Apex Water Ltd for Marlborough District Council at the Kaituna River Bore site near Havelock, Marlborough.

Commencing in August 2025 and completed in September 2025, the project provided an urgent drinking water treatment solution following a Boil Water Notice to the Havelock community enforced by The Water Services Authority, Taumata Arawai.

Apex Water Ltd specialise in design, construct, commission and operations in water and wastewater treatment. Apex designed, manufactured, tested, delivered, installed and commissioned a fully containerised UV water treatment plant in seven weeks from contract award to operational delivery. The project included process, mechanical, electrical, structural, automation and controls integration, along with offsite prefabrication and

factory testing to accelerate onsite installation and commissioning.

Constructed within a river flood plain environment, the plant was installed on a raised hardfill platform to improve flood resilience and long-term operational reliability. The project demonstrated how collaborative planning, modular construction and experienced water industry expertise can rapidly deliver resilient and compliant water infrastructure under urgent operational conditions





CATEGORY

1

A DOUBLE-BARRELED CULVERT WITH ENVIRONMENTAL IMPACT

PROJECT: Paremuka Dam Culvert Rehabilitation

CONTRACTOR: Pipeline & Civil

CLIENT: Auckland Council

VALUE: \$1,900,000

Pipeline & Civil delivered the Paremuka Dam Culvert Rehabilitation project for Auckland Council at Paremuka Dam, Munroe Street, Henderson, with Stellar Projects acting as Engineer to the Contract. The project commenced on 13 February 2025 and was completed on 28 July 2025, ahead of the revised programme.

The works involved the in-situ rehabilitation of a deteriorating double-barrel culvert beneath Paremuka Dam and an active KiwiRail track. Pipeline & Civil installed DN1500 steel and HDPE liner pipes, completed internal welding, grouting, seepage pipe connections, flange construction, environmental controls and reinstatement within a highly constrained confined-space environment.

The project required careful planning around live rail infrastructure, winter flood risk, KiwiRail access, resource consent conditions and complex constructability challenges. Through detailed 3D modelling, practical redesign, temporary works, live quality systems and strong stakeholder coordination, Pipeline & Civil delivered a safe, efficient and technically robust outcome.

The project also supported Auckland Council's environmental and biosecurity objectives through reduced vegetation removal, fauna management, and the design and installation of a bespoke fish grille to help contain carp used in Cabomba weed control. The result was a high-quality renewal of a critical public asset, delivered safely, collaboratively and within the final \$1.9M contract value.



CATEGORY

2

KEEPING THE WASTEWATER FLOWING

PROJECT: Johnsons Reserve Wastewater Renewal

CONTRACTOR: CB Civil & Drainage

CLIENT: Tauranga City Council

VALUE: \$3,774,301

The Johnsons Reserve Wastewater Renewal project, located in Welcome Bay, Tauranga, was delivered by CB Civil for Tauranga City Council, in collaboration with consultant Alta and the local Iwi to upgrade critical wastewater infrastructure within a sensitive wetland reserve.

Constructed between November 2024 and October 2025, the project involved installation of approximately 750m of 300mm uPVC pipeline and replacement of 19 manholes, improving network resilience and reducing the risk of wastewater discharge into the surrounding environment.

Delivered within a constrained public reserve adjacent to a live waterway, the project required complex construction techniques including staged sewer bypassing, deep excavations up to 3.5m, and installation across a wetland environment.

Continuous wastewater services were maintained throughout, with robust environmental controls ensuring full compliance and no discharge incidents.

Through practical innovation, including revised construction methodologies and optimised logistics, the project was completed on programme and under budget. Strong collaboration with Tauranga City Council, Alta, and key stakeholders, alongside proactive community engagement, resulted in a high-quality outcome that balanced technical delivery with environmental and social responsibility.



CATEGORY

2

CONVEYING A GREAT SOLUTION FOR ŌPAHEKE PARK

PROJECT: Ōpaheke Park Civil Development

CONTRACTOR: Bob Hick Earthmoving

CLIENT: Auckland Council / Papakura Development

VALUE: \$4,597,038



Ōpaheke Park Civil Development, located in Papakura, Auckland, was delivered by Bob Hick Earthmoving (BHE) for Auckland Council / Papakura Development Limited, in partnership with Reset Urban Ltd and Maven Associates Ltd.

Commencing in 2025 and completed in 2026, the project transformed a challenging floodplain environment alongside the Ōtūwairoa Stream into a resilient public recreational and stormwater management asset for the local community.

The project involved extensive civil infrastructure works, including bulk earthworks, stormwater upgrades, erosion protection systems, public accessways, recreational facilities, and the construction of a 57-metre timber pedestrian bridge. A key innovation was BHE's temporary

conveyor transfer system, which enabled over 10,000m³ of engineered fill to be transported directly from an adjacent development site without using public roads. This significantly reduced traffic disruption improved public safety, and minimised environmental impacts within the sensitive stream corridor.

Ōpaheke Park now provides long-term environmental, recreational, and flood resilience benefits, showcasing BHE's expertise in delivering complex civil works within highly constrained and environmentally sensitive environments.

CATEGORY

2

NINE SLIPS AND NO ROOM FOR FAILURE

PROJECT: Contract 9394 - Coromandel Cyclone Recovery
SH2 Karangahake Gorge Slip Repairs

CONTRACTOR: Brian Perry Civil

CLIENT: New Zealand Transport Agency

VALUE: \$2,724,611

Severe rainfall hit the upper North Island in January 2026 and triggered widespread landslips across key state highway routes. BPC Central Region, engaged by NZTA and Stellar Projects and working alongside geotechnical consultant BECA, repaired nine slip sites along a 9km stretch of SH2 Karangahake Gorge between 24 February and 30 May 2026.

BPC were on-site 14 days after first call. The contract value grew from \$1.54M to \$2.72M as additional sites were added mid-project.

The gorge offered no margin for error. Every site sat between live traffic and the Ohinemuri River on a road carrying 12,000 to 15,000 vehicles per day. BPC engineered people out of the risk zone throughout, deploying long reach excavators, remote-controlled compaction and an on-site

modified robotic shotcrete attachment. The field redesign of Underslip 4 eliminated simultaneous exposure to height, rockfall and water.

The team placed 1,200 tonnes of rock and concrete, completed 18 ITP inspections – zero failures – and worked 2,900 hours without a lost time injury. The 24-hour stop/go was eliminated by 25 March. A graduate engineer ran the job, supported by senior staff, and was promoted before project completion.



CATEGORY 2 SHINY NEW PUMP STATION ON BUDGET AND AHEAD OF SCHEDULE

PROJECT: Ashburton Water Treatment Plant Upgrade

CONTRACTOR: ARC Projects

CLIENT: Ashburton District Council

VALUE: \$4,702,297



Christchurch based company ARC Projects is on a mission to provide civil construction services with a specific focus on pump stations throughout the South Island. The company shows its commitment to delivering high-quality solutions that are cost-effective and environmentally sustainable through expertise in three waters pump stations, temporary works and in-situ concrete structure knowledge.

The Ashburton Water Treatment Plant Upgrades consisted of five sites, three remote town supplies and two in Ashburton itself. The project included earthworks, new building construction, civil and mechanical pipework, procurement and installation of UV reactors and filters, new electrical fitouts and automation and water process monitoring.

ARC Projects battled through many challenges around the remote locations, extreme weather conditions, and supply chain issues to deliver this project ahead of time and on budget for the client.

Through the project, the company strived to exceed clients' expectations by delivering innovative solutions that were tailored to their specific needs. ARC Projects understands the critical and growing role of water treatment was key in delivering sustainable and cost-effective solutions.

CATEGORY

2 A RESILIENT NEW WATERCOURSE

PROJECT: Matakana Road Waterfall

CONTRACTOR: Downer

CLIENT: Auckland Transport

VALUE: \$3,89,146

The Matakana Valley Waterfall Project, located on Matakana Valley Road in Whangaripo, was delivered by Downer for Auckland Transport, with geotechnical support from ENGEO, to improve safety and resilience along this critical rural route.

Constructed between 20 January 2025 and 8 August 2025, the project involved replacing an undersized culvert and building a block retaining wall to widen the road alongside an active waterfall. The site had been increasingly impacted by flooding and erosion following severe weather events, including Cyclone Gabrielle.

Works were completed within a highly constrained environment, with live traffic maintained at all times on a key alternative route to State Highway 1. Challenges included continuous water flow, heavy vehicle movements, and existing underground services.

Through close collaboration, practical staging, and adaptive construction methods, the team delivered the project safely and one week ahead of programme.

The completed works provide a more resilient and reliable transport link, improving safety for road users and supporting long-term performance of the Matakana Valley network





CATEGORY 2 A HIGH-VOLTAGE PROJECT FOR EASTLAND GENERATION

PROJECT: Kawerau T11 Demolition, T10 Civil and 33kV Switchroom Works

CONTRACTOR: Connell Contractors

CLIENT: Eastland Generation

VALUE: \$2,685,970

Connell Contractors delivered complex substation civil works within a live operational environment, supporting Eastland Generation's network reliability and transformer upgrade programme.

Fixed outage windows, developing design information, and multiple concurrent work fronts demanded disciplined planning and strong stakeholder management throughout delivery.

The scope included demolition of the existing T11 transformer foundation, construction of a new transformer foundation and switchyard extension, cable trenching and ducting, sump and oil containment works, and modifications to an existing building to function as a 33kV switchroom.

Connell implemented staged trenching methodologies, detailed inspection and test plans, and specialist lift planning to safely install large precast firewall panels under overhead line constraints.

Works were completed alongside energised high-voltage assets within a constrained footprint beside a state highway, requiring close coordination with Eastland Generation, Transpower and Northpower.

The project was completed on time, within budget, with no injuries or major environmental incidents recorded, while maintaining operational continuity throughout construction.



CATEGORY

2

SCENIC SOLUTION FOR WELLINGTON'S URBAN BAYS

PROJECT: Evans Bay Cycleway Stage 1 Part 3
- Separable portion 2 - Hataitai Beach

CONTRACTOR: Downer

CLIENT: Wellington City Council

VALUE: \$3,172,567

This project was delivered by Downer along Evans Bay Parade in Hataitai for Wellington City Council, utilising the Stone Strong modular mass block system supplied by Fraser Geologics Limited.

Construction was undertaken from 1 July 2024 to 15 August 2025, during which the team successfully navigated a range of technical and environmental challenges. These included the management of underground services in close proximity to excavation works, as well as the complexities associated with a tidally influenced coastal environment, including water ingress and the presence of protected marine wildlife.

The success of the project was underpinned by a highly collaborative working relationship with Wellington City Council, enabling efficient decision-making and proactive issue resolution. This collaborative approach, combined with the adoption of a practical and cost-effective engineered solution, allowed for the successful delivery of the seawalls along one of Wellington's busiest arterial routes.

The result is a durable, high-quality coastal structure that supports both resilience and active transport outcomes, forming a key part of the Evans Bay Cycleway network.





CATEGORY

2 WIDE ROAD PROVES THE SOLUTION FOR STAKEHOLDERS

PROJECT: Wensley Road Area Wide Pavement Treatment and Road Widening

CONTRACTOR: Downer

CLIENT: Tasman District Council

VALUE: \$2,374,120

The Wensley Road Area Wide Pavement Treatment and Road Widening project in Richmond, Tasman, delivered a transformative upgrade to a key arterial route for Tasman District Council. Delivered by the Tasman Alliance (Downer in partnership with Tasman District Council), with design undertaken primarily in-house and supported by specialist consultants and subcontractors, the project commenced on 17 February 2025 and was completed on 9 May 2025.

This project exemplifies the strength of the Alliance delivery model, enabling agile, real-time design optimisation to incorporate corridor widening and significantly improve cyclist safety—without material impact to programme or budget. Operating within a constrained, high-traffic environment, the team implemented a risk-based traffic

management approach, successfully maintaining network functionality while ensuring exceptional safety outcomes.

A standout feature was the project's industry-leading stakeholder engagement, combining tailored communication, digital tools, and a people-first approach to achieve overwhelmingly positive public feedback. The collaborative culture fostered strong team alignment, creating a high-performing environment that supported innovation, training, and meaningful development opportunities for cadets and emerging professionals.

Delivered to a high-quality standard with exceptional client and community acclaim, this project sets a benchmark for integrated planning, collaboration, and customer-focused infrastructure delivery.



CATEGORY

2

GOOD PILING TAKES THE PRESSURE OFF EMERGENCY WATERWORKS

PROJECT: Akoranga Reserve Piling Project

CONTRACTOR: Pipeline & Civil Limited

CLIENT: Watercare

VALUE: \$3,300,000

Akoranga Reserve Piling Works, located at 5 Akoranga Drive, Northcote, was delivered by Pipeline & Civil for Watercare Services Ltd, with ACH as designer, Baseline Geotechnical as geotechnical engineer, Morphem Environmental as environmental consultant, and Spiral Drillers undertaking the main piling works. The project commenced on 14 April 2025 and achieved Practical Completion on 21 November 2025.

Following flood-related landslip damage to the central support pier of a critical wastewater pipe bridge, Pipeline & Civil first secured the asset through emergency temporary works, then delivered the permanent remediation solution. The works included five 1.8m diameter cast-in-place piles to approximately 30m depth, a reinforced concrete capping beam, bentonite ground

treatment, retaining works and reinstatement. Delivered within a constrained forested reserve beside Hillcrest Creek and neighbouring properties and the live overhead 600mm diameter wastewater main, the project required careful planning, stakeholder coordination, environmental controls, complex lifting and deep piling. The result is a robust resilience solution that protects a critical Watercare wastewater asset and reduces environmental risk to downstream receiving environments including Oneoneroa / Shoal Bay and the Waitemata Harbour.



CATEGORY

2

FORM AND FUNCTION ALL IN ONE FOR NO.4 ROAD BRIDGE

PROJECT: No. 4 Road Bridge

CONTRACTOR: Fulton Hogan

CLIENT: Western Bay of Plenty District Council

VALUE: \$4,664,918



The No. 4 Road Bridge Replacement in Te Puke is a standout example of resilient infrastructure delivery, combining technical quality, community value and highly collaborative project execution. Delivered for Western Bay of Plenty District Council, with Beca as consultant and Fulton Hogan as contractor, the project commenced on 24 October 2024 and was completed on 2 September 2025.

The project replaced a storm-damaged crossing over the Te Raparapa-ā-hoe Stream, restoring a critical rural lifeline for residents, emergency services, school transport, freight operators and the wider horticultural sector. No. 4 Road is vital to the region's kiwifruit industry, carrying more than one million trays each season.

Constructed within a steep, narrow and environmentally sensitive corridor alongside a live temporary Bailey bridge, the works required disciplined planning, practical engineering and a strong one-team approach between Fulton Hogan, WBOPDC and Beca. This collaboration enabled the team to manage poor ground conditions, flood risk, live traffic, and ecological and cultural constraints while maintaining momentum and making timely, practical decisions.

The project maintained community access for most of construction, minimised disruption, and delivered a durable, high-quality asset that enhances resilience, strengthens network reliability and supports ongoing economic activity. The project also generated lessons recognised by NZ Transport Agency Waka Kotahi, underscoring its wider value to the industry.

CATEGORY

2

RELOCATION REDUCES CRITICAL PIPELINE COMPLEXITY

PROJECT: DN1200 Waikato No.1 Watermain Complex
Pipelaying (CPL) Project

CONTRACTOR: Fulton Hogan

CLIENT: New Zealand Transport Agency

VALUE: \$2,400,000

The DN1200 Waikato No.1 Watermain Relocation Project, delivered in Drury, Auckland, was undertaken by Fulton Hogan's Complex Pipelaying team as part of the Papakura to Drury motorway upgrade for NZ Transport Agency Waka Kotahi. Design and contract support was provided by Aurecon and Axell.

The project involved relocating approximately 373 metres of a 1.2 metre diameter concrete-lined steel watermain, a critical asset supplying a significant portion of Auckland's potable water from the Waikato Water Treatment Plant.

With the State Highway 1 alignment shifting east, the pipeline was relocated to maintain long-term access and operational resilience. The works required a single, tightly controlled 18-hour shutdown to complete the cutover on 27 December 2025.

Fulton Hogan completed all installation, testing, and commissioning works ahead of the shutdown, enabling a controlled and successful cutover without disruption to Auckland's water supply.

The project commenced in March 2025 and was completed in February 2026, supporting the delivery of critical motorway infrastructure through a coordinated and risk-managed approach.





CATEGORY

2 PRECISION RADAR ENGINEERING TAKES PRIDE OF PLACE

PROJECT: Rua O Te Whenua Radar Tower and Building Project

CONTRACTOR: Fulton Hogan

CLIENT: Airways Corporation of New Zealand

VALUE: \$3,400,000

Airways Corporation of NZ's standards are exacting. On a hilltop in the Waitakere Ranges, this 24/7 exactitude has been applied to a construction and communications technology project combining civil, mechanical engineering and high-tech communications.

In a remote location with limited connectivity, Fulton Hogan project managed the Rua O Te Whenua Building Replacement and Communications and Radar Tower Project. Involving various interdependent components – the construction of a communications tower on existing 1960s foundations, demolishing the existing radome, radar tower and asbestos-containing equipment building, building a new radar tower including 64m3 foundation slab and a new equipment building. Each carefully sequenced to ensure no loss of service during construction.

The project was the final site to be delivered in a series of radar site upgrades by Airways NZ, all involving designers Beca. It was the most challenging due to its isolation, limited space, ground conditions, and weather and wind loadings. Challenging, too, because of the multiple critical services at the site, and the imperative there be no loss of service at any time.

It represented the best of local engineering and international technology. With an abiding commitment to quality under testing circumstances, the project was also delivered on time and budget.



CATEGORY

3

SUPPLYING WATER FOR THE FUTURE OF ŌMOKOROA

PROJECT: Ōmokoroa Water Treatment Plant Upgrade and Reservoir

CONTRACTOR: Brian Perry Civil

CLIENT: Western Bay of Plenty District Council

VALUE: \$11,601,688

The Ōmokoroa Water Treatment Plant Upgrade and Reservoir was a project upgraded a live bore-fed water treatment plant to meet modern drinking water requirements and support Ōmokoroa's future growth.

Works included a new building extension for UV treatment, future treatment processes and a new MCC room, capacity for additional bores, a new 3,500m³ reservoir, new stormwater, waste and buried services, access roading, fencing and gates.

BPC delivered the works while keeping the existing treatment plant fully operational, with no disruption to potable water supply. Through practical value engineering, strong planning and close collaboration with Council, operators, designers, subcontractors, iwi and neighbours, the team improved the design, reduced maintenance risk and maintained strong community support.

The project was completed on budget and six weeks ahead of programme, delivering a more resilient water supply for a growing Western Bay community.





CATEGORY

3 LOW RISK, HIGH REWARD FOR NEW OCEAN OUTFALL

PROJECT: Southwest Outfall Project

CONTRACTOR: McConnell Dowell

CLIENT: Watercare

VALUE: \$16,275,159

Direct Pipe tunneling was used to install the 260-metre outfall at the Clarks Beach Wastewater Treatment Plant, for Watercare. The wider Southwest Programme increases capacity for growth and benefits the community significantly improving water quality in the Manukau Harbour.

Construction started on 11 November 2024 and was completed 10 November 2025 achieving:

- an 85% client satisfaction rating
- reduced risk and returning premium savings
- an outstanding health and safety record – zero LTIs and MTIs
- zero stakeholder complaints
- delivery ahead of programme and under budget.

Watercare, McConnell Dowell, designers Beca and Delve, collaborated during the Early Contractor Involvement stage enabling early alignment on design and long procurement lead times.

The choice of Direct Pipe® and detailed design and planning were also key to success. Contract structure and agreed pricing provided time to manage cost, and plan work underwater around the challenging two-metre-per-second harbour tides.

Direct Pipe® provided better accuracy, less risk, and only needed one shaft and one drive to install the outfall, minimising disruption to the surrounding plant and golf course.

The choice was popular with the community because it removed the need for a shaft in the harbour and reduced underwater trenching from 100 metres to 20.



CATEGORY

3

TEEING UP A WIN FOR AUCKLAND'S EASTERN BUSWAY

PROJECT: Eastern Busway Alliance (EBA) Super Tee Beam Supply

CONTRACTOR: Fulton Hogan

CLIENT: Eastern Busway Alliance

VALUE: \$13,440,000

EBA Phase 1 – Supply of 1825 mm Super Tee Beams involved the manufacture and supply of 136 precast Super Tee bridge beams for the Reeves Road flyover in Pakuranga, Auckland, as part of the Eastern Busway Alliance transport upgrade. Delivered by Fulton Hogan Precast for the Eastern Busway Alliance, with on-site coordination alongside Fletcher & Acciona Construction and design interface with AECOM, the project commenced in February 2024 and was completed in May 2025.

Manufactured at Fulton Hogan Precast's Ranui yard, the beams were supplied across 17 spans, including 9 curved spans, and formed a critical structural element of the new overpass supporting improved public transport connections for the region.

The project required tight programme management, demanding quality control, oversize transport logistics and millimetre-accurate delivery of dayworks associated with service integration and site readiness to support accelerated on-site installation.

All 136 beams were delivered on time, to a high standard of finish and structural performance, despite significant geometric, logistical and staging complexity. The project demonstrates Fulton Hogan Precast's ability to deliver large-scale, high-specification bridge infrastructure safely, collaboratively and efficiently, while contributing materially to a major regional transport improvement project.



CATEGORY

3

100 PER CENT PURE NEW ZEALAND ENGINEERING

PROJECT: Project Pure WWTP Upgrade

CONTRACTOR: Fulton Hogan

CLIENT: Queenstown Lakes District Council

VALUE: \$19,800,000

Project Pure began in April of 2022, with the intention of thoroughly upgrading a critical wastewater treatment plant beside Wānaka Airport. Alongside design consultant, Beca, Fulton Hogan delivered major upgrades within a fully operational live plant, involving complex staging, 12 critical tie-ins, and tightly controlled shutdown windows, all while maintaining uninterrupted wastewater treatment for the community.

By March of 2024, the upgrade had more than doubled treatment capacity, increasing average flow from 3,796 m³/day to 7,873 m³/day and peak wet weather flow from 7,701 m³/day to 16,130 m³/day, providing capacity for around 30 years of projected growth.

Project Pure's strength lies in the way technical complexity was matched with disciplined planning, extensive collaboration, and practical innovations, like in-situ tank construction to work within airport constraints, a revised inlet structure, a steel coffer dam for work in a live decant tank, and a bespoke diffuser lifting mechanism that improves future maintenance during continuous operation.

Delivered without a single LTI, MTI, or environmental non-compliance, the result is a high-performing wastewater asset that improves infrastructure resilience, supports long-term growth and delivers lasting value for Queenstown Lakes District Council and the wider Wānaka community.



CATEGORY

3 COLLABORATION THE KEY TO GOOD CONSTRUCTION

PROJECT: Porirua Wastewater Retention Tank

CONTRACTOR: Schick Civil Construction

CLIENT: Wellington Water

VALUE: \$5,855,000

The Porirua Wastewater Retention Tank project in Porirua, Wellington, delivered critical wastewater resilience infrastructure for Wellington Water within one of the region's most constrained live environments. The project was delivered by Downer, with consultant support provided by Connect Water (WSP/ Beca), while Schick Civil Construction completed the drainage and pipeline package alongside the wider retention tank and pump station works.

Main construction commenced in December 2024 and was completed in February 2026 within a live operational environment adjacent to SH59, the KiwiRail corridor and environmentally sensitive stream and estuary areas. Schick Civil Construction installed 18 PKS manholes, 534m of large-diameter gravity pipeline and 243m of 900mm rising main, including four live wastewater tie-ins completed under overpumping conditions.

The works involved deep excavations, liquefaction mitigation systems, complex temporary works, and installation beneath existing live infrastructure while maintaining uninterrupted network operation.

Through collaborative planning, innovative staging methodologies and strong field leadership, the project achieved excellent environmental, safety and quality outcomes, including zero MTIs, LTIs or operational issues raised by KiwiRail while being completed ahead of programme.



CATEGORY

3 A RECIPE FOR LONG-TERM RUNWAY SAFETY

PROJECT: Wellington International Airport Runway EMAS

CONTRACTOR: Downer

CLIENT: Wellington International Airport Limited

VALUE: \$20,000,000

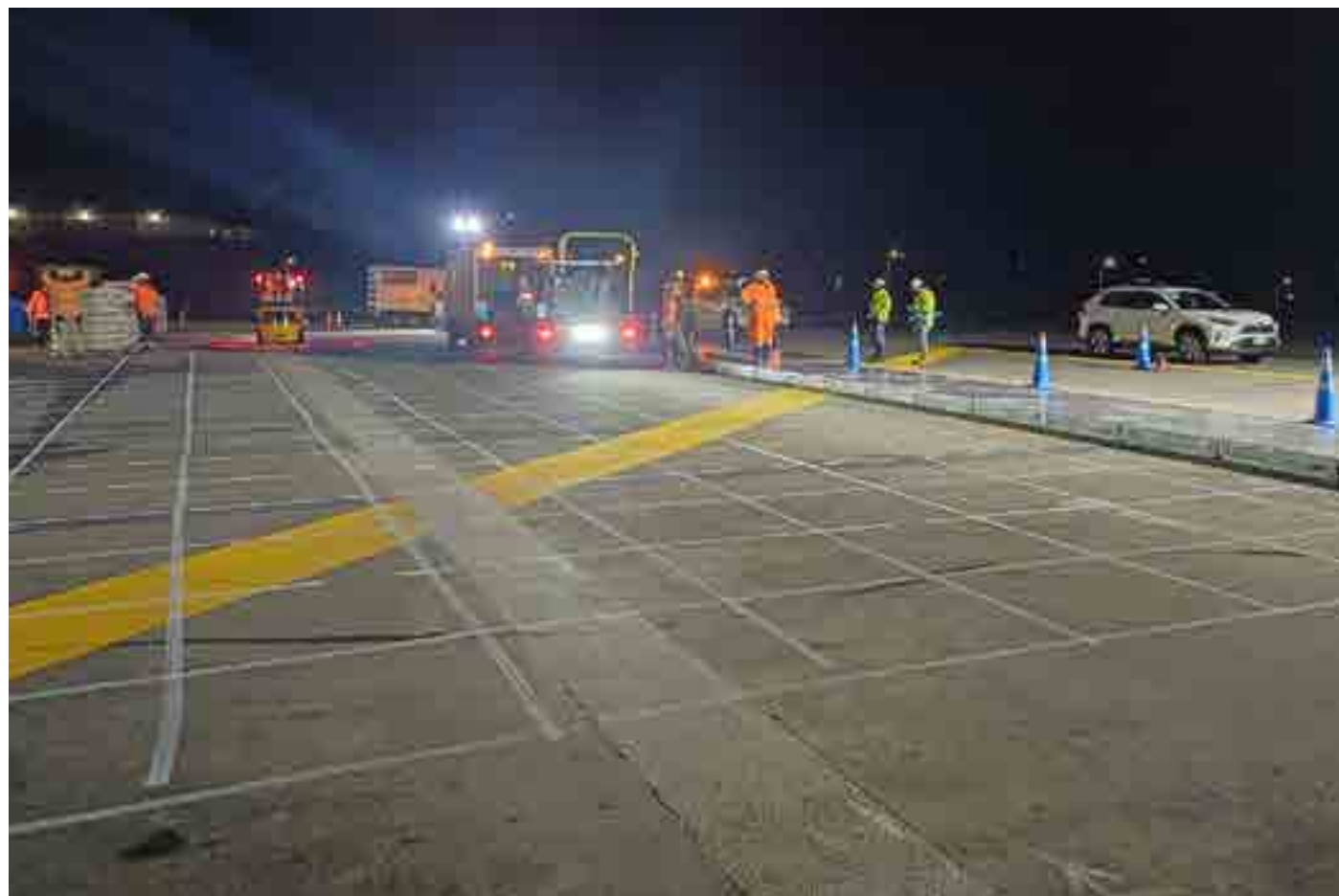
Downer delivered the \$20M Runway Engineered Materials Arresting System (EMAS) airfield safety and resilience project for Wellington International Airport Limited (WIAL), including installation of client-supplied arrestor blocks, with the total project value reaching \$40M. Design was led by AECOM, with specialist input from Airways, TDZ and Runway Safe.

Delivered in two separable portions between April 2025 and March 2026, the project involved installation of EMAS beds at both runway ends, alongside taxiway modifications, lighting, drainage and navigational aid upgrades within a live international airport environment.

All works were undertaken during nightly runway closures, with the runway safely returned to service each morning without disrupting operations or more than 8,400

international aircraft movements during construction. The project included New Zealand's second EMAS installation, the first End Fire navigational aid system in the Southern Hemisphere, coordination of 168 containers of specialist materials, and installation of over 6,000 arrestor blocks.

Through innovative methodology, rigorous planning and a highly collaborative delivery model, the team achieved zero operational disruption and zero safety incidents, delivering a long-term safety upgrade, increased runway capability and a stronger platform for future operational and commercial growth.



CATEGORY

3

GROUND CONDITIONS NO OBSTACLE FOR BRIDGE REPLACEMENT

PROJECT: Bridge 89

CONTRACTOR: HEB Construction

CLIENT: KiwiRail

VALUE: \$9,075,700

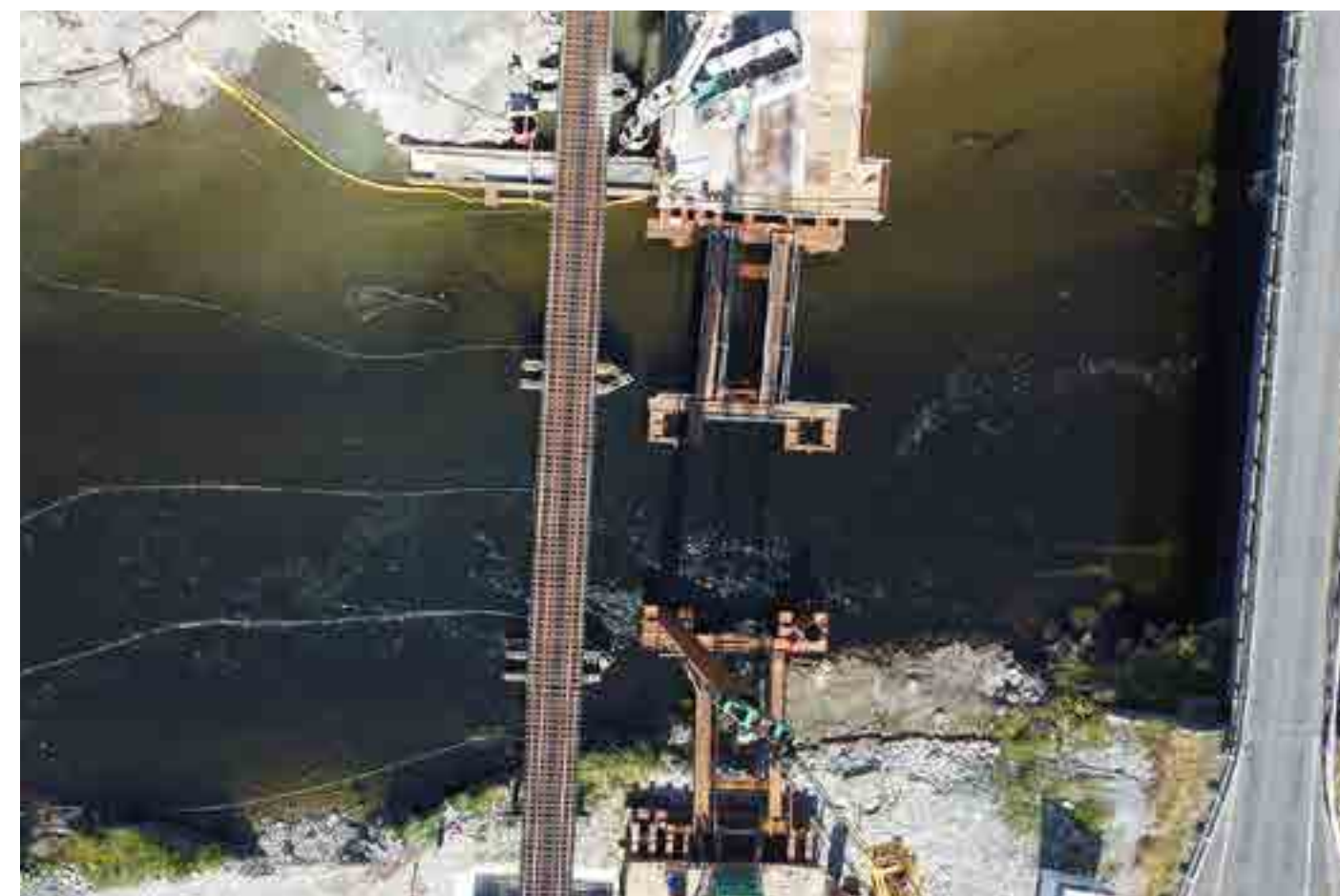
Bridge 89, located on the Midland Line at Arnold River near Moana on the West Coast, was delivered for KiwiRail by HEB Construction, in collaboration with Andy O'Sullivan Geotechnical Engineering and Holmes. Construction commenced in March 2024 and reached practical completion on 25 July 2025.

The project involved replacing a deteriorating 130-year-old rail bridge on one of the South Island's busiest freight and passenger corridors. During early works, rare thixotropic ground conditions were discovered, requiring a full redesign of the bridge substructure while construction was already underway.

Pile depths increased from 28m to 50m, significantly expanding the project scope.

HEB implemented an innovative temporary works solution, constructing full-span staging supported by deep piles to accommodate tandem lifts using two 250T cranes. The team safely managed construction alongside a live rail line, stabilised the existing structure affected by piling vibration and worked within a complex river environment.

Despite significant technical and environmental challenges, the bridge replacement, including demolition of the existing structure in a five-hour Block of Line, was delivered safely, with zero incidents, demonstrating excellence in collaboration, innovation, and delivery.





CATEGORY

3 A NEW CHAPTER IN DUNEDIN'S STORMWATER HISTORY

PROJECT: Bath Street Stormwater Improvements and Streetscape Upgrade

CONTRACTOR: Downer

CLIENT: Dunedin City Council

VALUE: \$13,600,000

Downer is proud to have partnered with the Dunedin City Council to deliver one of Dunedin's most complicated projects in recent history. The Bath St Stormwater Improvements and Streetscape Upgrade completed to deliver a high-quality asset which both locals and visitors to the city can enjoy for years to come.

Without complete designs when construction began, Downer worked closely with DCC using early contractor involvement to solve complex construction challenges and accommodate financial constraints.

Situated in a small footprint in central Dunedin, this project had it all: significant excavations, fragile Victorian-era buildings, cultural artefact discoveries, work underneath a building, complicated streetscape features requiring precision planning and delivery, multiple stakeholder requirements for car parking and access from the adjacent businesses, residential apartments, and community organisations.

Despite every challenge, Downer delivered to deadlines set in stone to accommodate public events such as the All Blacks Test, and the arrival of the cruise ship season visitors.



CATEGORY

3

CONFLUENCE CHAMBER SHOWS RARE ENGINEERING EXCELLENCE

PROJECT: Confluence Chamber, Central Interceptor, Mangere Wastewater Treatment Plant

CONTRACTOR: Seipp Construction

CLIENT: Ghella Abergeldie Joint Venture (GAJV)

VALUE: \$17,200,000

Seipp successfully delivered the critical Confluence Chamber for Auckland's \$1.6 billion Central Interceptor project, constructing complex wastewater infrastructure within New Zealand's largest operational treatment plant.

Located at Māngere Wastewater Treatment Plant, this complex project merged flows from the new Central Interceptor with existing Western, Eastern, and Southwestern Interceptors whilst maintaining 75% of Auckland's wastewater flows.

Working for client Ghella Abergeldie Joint Venture and Watercare, Seipp pioneered innovative construction techniques including live flow management and value engineering that saved millions of dollars.

The project achieved Beacon Site safety status and zero environmental incidents whilst delivering critical infrastructure with a 100-year design life.

The judges feedback from the Supreme Award at the 2025 Auckland CCNZ Awards included "Working within millimetres of live critical infrastructure in an operational wastewater treatment plant is not for the faint-hearted" and "Seipp's innovative contribution to value engineering and the constructability of the design cannot be understated."

Commencing in October 2022 and completing in April 2025, this award-winning project demonstrates excellence in complex civil engineering.



CATEGORY

3 A LANDMARK IN EAST COAST BRIDGE CONSTRUCTION

PROJECT: Te Rēinga Bridge Construction

CONTRACTOR: Quality Roding and Services (Wairoa)

CLIENT: Wairoa District Council

VALUE: \$11,800,000



Te Rēinga Bridge demonstrates what can be achieved with local expertise. Opened in April, the bridge restored connection for the Ruakituri community, northern Hawke's Bay, ending years of disruption caused by bridge damage and its eventual demise.

Awarded the contract in 2024, Wairoa's Quality Roding and Services (QRS) took on one of its largest and most complex projects in its 32-year history, for Wairoa District Council.

From May 2025 to May 2026 QRS worked with Brian Perry Civil, Eastbridge, and WSP to build a bridge in a remote rural environment accessed by narrow roads through river valleys and steep hill country.

Other challenges included respecting neighbouring marae and homes, working around three rivers and the powerful Te Rēinga Falls. The build depended on trusted relationships with iwi, landowners, and residents who showed patience and support throughout.

Only QRS could manage these local dynamics. The 90.5-metre network arch bridge is designed for resilience, eliminating the need for a central pier and improving protection against flooding events. Hundreds witnessed New Zealand's heaviest crane lift as a 1,100-tonne crane precisely positioned the bridge's 190-tonne arch in place. It was a landmark achievement in New Zealand civil construction

CATEGORY

3 RAPID RESILIENCE SHOWS THE WAY

PROJECT: SH60 Takaka Hill Remediation

CONTRACTOR: Fulton Hogan

CLIENT: New Zealand Transport Agency

VALUE: \$11,489,000

SH60 over Takaka Hill is Golden Bay's only road link to Nelson. It is a steep, complex and geologically fragile route, with 257 corners over 25 kilometres and a history of slips, instability and underground water pressure. In July 2025, more than 500mm of rain triggered six major underslips and overslips across the corridor, severely damaging this vital lifeline route.

Restoring full resilience through a traditional design-tender-deliver model would likely have taken up to two years. Instead, NZTA, Fulton Hogan and Stantec adopted a different approach: Pace Over Perfection. With empowered local leadership, direct appointment of trusted delivery partners, and a fully integrated team working side by side, the project moved straight from emergency response into recovery.

Existing designs were adapted, practical engineering solutions were prioritised and all six sites were tackled concurrently rather than one by one. The result was exceptional: SH60 remained open under traffic management during recovery, two lanes were safely reinstated by Christmas 2025, and a stronger, more resilient state highway was delivered in just five months. This project is a standout example of what infrastructure delivery can achieve when trust, clarity and urgency replace process inertia.





CATEGORY

3 PILING WORK A FEATHER IN THE CAP FOR CERES

PROJECT: New Dunedin Hospital Inpatients Building,
Stage 2 Substructure Works (Pile Caps)

CONTRACTOR: Ceres New Zealand LLC

CLIENT: Health New Zealand

VALUE: \$12,037,081

Following political uncertainty and public anxiety - including a 35,000-person street march in September 2024 - the pile caps works delivered by Ceres New Zealand marked the visible, tangible restart of New Zealand's largest health infrastructure project.

Engaged directly by Health New Zealand before the main contractor was appointed, Ceres New Zealand commenced work at the former Cadbury Factory site in central Dunedin in June 2025. On novation to main contractor CPB Contractors in September 2025, works continued without interruption. Between June and December 2025, Ceres New Zealand constructed 153 pile caps and three integrated lower raft slab structures across 175 working days, on time and within the \$12 million contract. The project was delivered with zero

lost-time injuries across 39,000+ worker-hours, requiring bespoke dewatering solutions, contamination management, and an innovative backfill methodology using screened material recovered from the temporary piling platform - itself constructed from rubble retained from the earlier Cadbury Factory demolition.

A rigorous QA framework, developed with Francis Ward Ltd and managed through Procore, ensured every pour was approved by Holmes and Warren & Mahoney before placement. The Health Minister declared completion of the pile caps "a major achievement" that demonstrated "real, tangible progress on the ground."



CATEGORY

3 DO IT ONCE, DO IT RIGHT

PROJECT: Boundary Road and Heaphy Terrace
Integrated Renewal

CONTRACTOR: Downer

CLIENT: Hamilton City Council

VALUE: \$5,736,667

Boundary Road and Heaphy Terrace is a critical arterial through Hamilton, carrying over 22,000 vehicles per day, including 8% heavy vehicles, a lifeline for residents, businesses, and freight. But after nine months of prior disruption, patience had worn thin.

Businesses were fatigued, residents cautious, and the reputational stakes were high. The challenge intensified: delivery had to be complete before 65,000 people arrived for the Homegrown festival, within a tight seasonal window.

There was no room for delay or repeat disruption. So, an early decision was made. If this corridor was to be disrupted again, it would be done once and done properly.

An integrated, asset-led approach brought everything together; 9,201m of kerb and channel, 3,436m² of footpath, 6,119m² of thin asphalt surfacing renewal, 9,241m² of structural asphalt, 265m of watermain renewal, 39.08m of bridge joint replacement, and 46m² of concrete infill delivered in one tightly sequenced programme.

The result: a high-quality, safe, and on-time delivery that minimised disruption, optimised traffic flow, and, most importantly, rebuilt trust across the community.



CATEGORY

3 A PRIME PROJECT FOR PRIMEPORT

PROJECT: PrimePort North Mole Upgrade Stages 1-5

CONTRACTOR: Fulton Hogan

CLIENT: PrimePort Timaru Limited

VALUE: \$19,500,000



The PrimePort North Mole Wharf Upgrades (Stages 1–5), delivered by Fulton Hogan at Timaru, involved the staged upgrade of approximately 475 metres of timber wharf within a fully operational container port. Undertaken for PrimePort (Client) with Fulton Hogan as the contractor, the project ran from June 2021 to January 2026.

The works included replacement of timber piles and beams, installation of structural steelwork, construction of a new concrete deck, and installation of new bollards and fendering systems to support ongoing port operations.

A defining challenge was maintaining full port functionality throughout construction, with all works carefully planned and sequenced around shipping movements and heavy vehicle activity. Fulton Hogan adopted a staged and flexible delivery approach, enabling safe and efficient construction without disrupting port operations.

The project demonstrates the successful delivery of complex marine infrastructure upgrades while maintaining full port operations, supporting continued economic activity and long-term asset performance.

CATEGORY

4

PROTECTING RESILIENT ENERGY SUPPLY

PROJECT: Seaview Wharf Energy Resilience Project

CONTRACTOR: Brian Perry Civil

CLIENT: CentrePort Ltd

VALUE: \$59,353,866

Brian Perry Civil's engineering excellence and smart thinking ensured that Seaview Wharf, one of Wellington's most critical infrastructure assets, was significantly upgraded while remaining fully operational.

The Seaview Wharf Energy Resilience Project delivered complex, multi-stage upgrades to the wharf under exceptional operational constraints. The wharf is the sole off-loading point for refined fuels, supplying all the lower North Island.

Following damage from the 2016 Kaikōura earthquake, it required significant strengthening to meet modern seismic standards, adapt to climate risk, and accommodate larger vessels.

Key to the project's success was the development and application of the Matrix of Permitted Operations (MOPO), a bespoke safety tool co-designed with client CentrePort, designer Holmes, and fuel industry stakeholders that enabled safe delivery while maintaining uninterrupted fuel supply. The MOPO fostered mutual accountability, trust, and proactive risk management between the construction team and the fuel industry operatives, empowering frontline teams to do their work safely and efficiently and driving productivity.

Combined with ship-free construction windows, strict environmental controls, off-site prefabrication, and the use of BPC's two jack-up barges as critical work platforms, the project team set a new benchmark for safely delivering critical marine infrastructure upgrades in an operational port environment.



CATEGORY

4 LANDMARK WORK, DONE WITH A DELICATE TOUCH

PROJECT: Canterbury Museum Redevelopment

CONTRACTOR: March Construction Ltd

CLIENT: Canterbury Museum Board Trust

VALUE: \$22,289,720



The Canterbury Museum Redevelopment is a landmark project delivered in Christchurch for the Canterbury Museum Trust, involving the construction of a base-isolated basement beneath the Robert McDougall Gallery and surrounding heritage buildings.

The project was led by Athfield Architects (Architect & Lead Consultant), supported by Holmes Consulting (Structural & Civil), Tonkin Taylor (Geotechnical), and Cosgroves (Services), and delivered by March Construction as ECI contractor. Commencing in 2021 under an Early Contractor Involvement (ECI) model and progressing through to completion in 2026, the project overcame significant geotechnical, seismic, and heritage constraints within a highly confined urban environment.

Innovative solutions included the use of diaphragm walls for deep excavation and groundwater control, advanced micropile underpinning beneath heritage structures, and cantilevered façade support systems, enabling excavation to depths of approximately 7.5 metres while maintaining the integrity of historically significant buildings.

The project exemplifies excellence in collaborative delivery, engineering innovation, and value optimisation, successfully balancing client budget constraints with technical complexity to create a resilient, future-ready facility for the community.

CATEGORY

4 ALL'S WELL IN HALSWELL

PROJECT: Halswell Road SH75 Upgrade

CONTRACTOR: Fulton Hogan

CLIENT: New Zealand Transport Agency

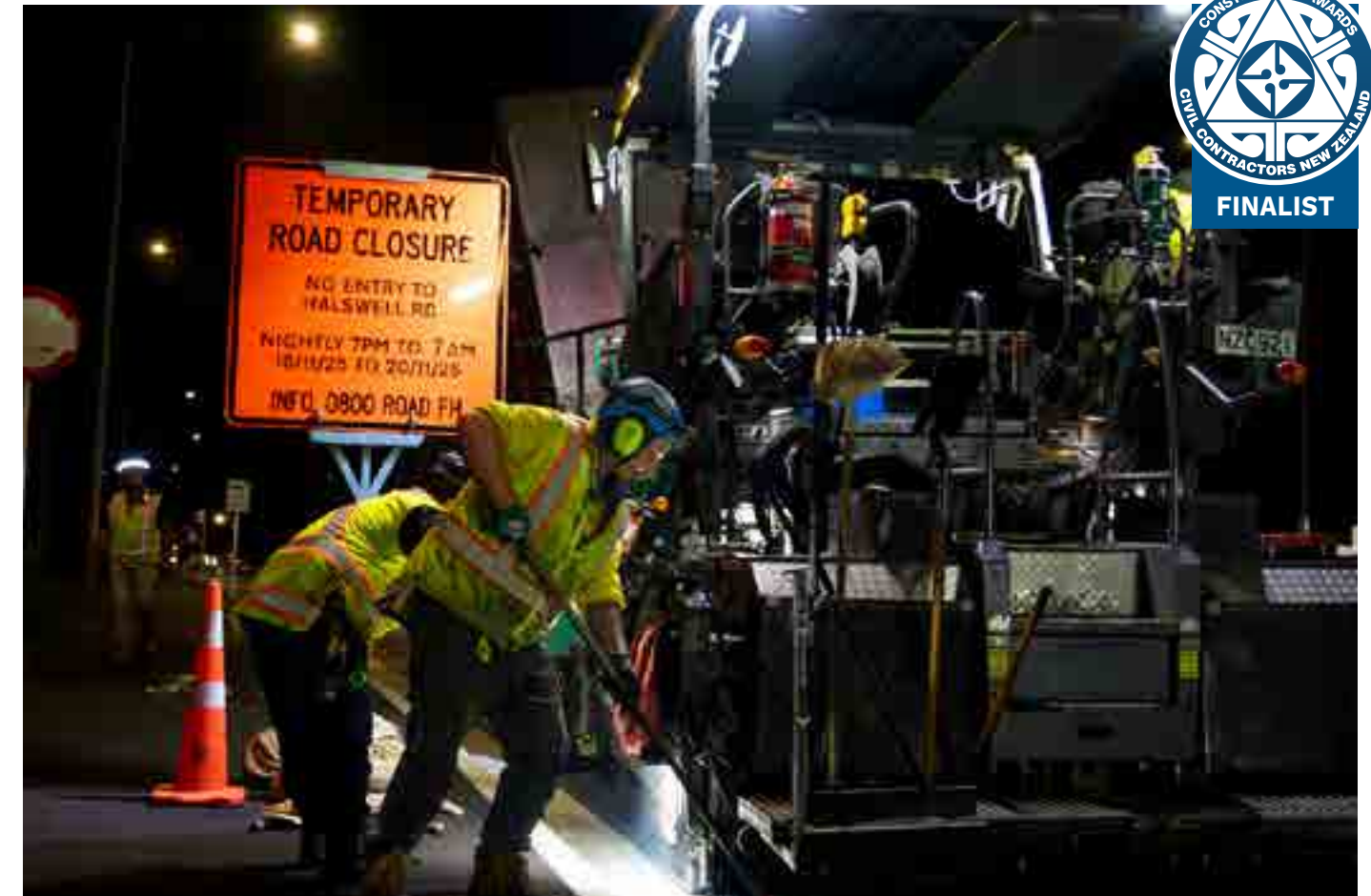
VALUE: \$60,400,000

The SH75 Halswell Road Upgrade sets a benchmark for complex urban infrastructure delivery in New Zealand. Delivered for NZTA on a live 2.5km arterial corridor through one of Christchurch's fastest-growing areas, the project was completed in 25 months, five months ahead of programme, despite an approximately 40 percent increase in scope resulting largely from unforeseen ground conditions.

The project combined major road reconstruction with substantial three waters and utilities infrastructure, while maintaining traffic flow, protecting access for residents and businesses, and managing a complex stakeholder environment across Halswell, Wigram and Aidanfield.

It also marked New Zealand's first major project delivered solely using Reduced Energy Asphalt (REA®). Manufactured locally by Fulton Hogan at Miners Road, the 15,000 tonnes of asphalt placed on the project was produced at temperatures averaging 50°C lower than conventional asphalt.

This reduced diesel use, lowered carbon emissions, improved conditions for site crews and demonstrated a practical pathway towards more sustainable road construction at scale. Combining of programming excellence and innovation across quality, safety and community relations, the SH75 Halswell Road Upgrade provides a compelling example of how the construction sector can deliver better outcomes for clients, road users and communities.



CATEGORY

4 WORKING AT SCALE AND PACE IN NORTHLAND

PROJECT: Otawere Water Storage Reservoir

CONTRACTOR: MAP Projects Ltd

CLIENT: Te Tai Tokerau Water Trust

VALUE: \$30,000,000



The Otawere Reservoir project in Waimate North, Northland, was delivered for the Te Tai Tokerau Water Trust, and supports change of land use and economic growth across the Mid North.

Commencing in October 2023 MAP Projects in consortium with Progressive Earthmoving, the project delivered two HDPE-lined earthfill dams with a storage capacity of approximately 4 million cubic metres across 50 hectares.

The gate was closed and dam filling commenced in November 2025 fulfilling a commitment to Client and the Honourable Shane Jones to build it in 2 years. With 1.2 million cubic metres of earthworks and complex geotechnical conditions, reinforced concrete outlet and spillway structures and extensive drain systems the project displayed all MAP Skillsets.

Constructed within a sensitive rural environment adjacent Waitangi River tributary with archaeological sites of significance, the delivery required comprehensive environmental and cultural management.

For MAP this Reservoir is Dam build number 10 and credit goes to the delivery teams for their mahi, the commitment to safe, efficient and high-quality delivery of the Otawere Reservoir.

The MAP team thank Te Tai Tokerau Water Trust for the opportunity, designer of choice Riley Consultants and Construction Partner Progressive Earthmoving for a truly collaborative approach, the delivery is a credit to all.

CATEGORY

4

INNOVATION AND COMMUNITY AT THE HEART OF MANGROVE CONNECTION

PROJECT: Te Whau Pathway SP1

CONTRACTOR: HEB Construction

CLIENT: Auckland Council

VALUE: \$34,300,000

Located in Te Atatū South, Tāmaki Makaurau Auckland, Te Whau Pathway – Section 5 is a landmark shared path that reconnects communities along a historic Māori portage route through a sensitive tidal estuary. HEB Construction is proud to have delivered this project Auckland Council, with Beca, Landlab, and Stellar Projects.

Works commenced in January 2022 and were completed ahead of schedule in March 2026. The 1.35km boardwalk was built in challenging marine conditions, including deep, soft mud and tidal constraints. An innovative “build-over-the-top” construction methodology, enabled by “Te Kowhai Nui,” a purpose-built travelling gantry, allowed the structure to be delivered efficiently, while significantly reducing environmental impact.

The project achieved outstanding results in programme, cost certainty, and environmental performance, and the local community was closely involved during delivery. The completed asset is an outstanding public space that enhances, protects, and connects people to a unique and historically significant natural environment.

Te Whau Pathway sets a new benchmark for sustainable infrastructure delivery in Aotearoa, demonstrating how innovation, collaboration, and strong environmental stewardship can successfully overcome complex site conditions to create lasting community value.



CATEGORY

4 UNCLOGGING QUEENSTOWN'S TRANSPORT ARTERIES

PROJECT: Queenstown Arterial Stage 1

CONTRACTOR: Ka Huanui a Tahuna Alliance

CLIENT: Queenstown Lakes District Council

VALUE: \$98,769,533



Queenstown Town Centre Arterial Road Stage 1 is Queenstown Lakes District Council's largest-ever public infrastructure project – and one of New Zealand's most technically and intensively complex urban transport upgrades.

Delivered on a steep hillside immediately above Queenstown's CBD, the project created a new arterial route that bypasses the State Highway, eases congestion, and unlocks safer, more reliable access to and from the town centre. In doing so, it is supporting the long-term expansion and revitalisation of Queenstown's CBD and town centre for residents, businesses, and visitors.

Commissioned by QLDC with Waka Kotahi NZ Transport Agency as a key funding partner, the project was delivered through the Kā Huanui a Tāhuna Alliance – Downer, Fulton Hogan, Beca and WSP with design starting in early 2021 and physical works completed in 2025.

Within a 1.1 km corridor, the team constructed major bulk earthworks, more than 30 km of three-waters and utilities, 895 m of retaining walls up to 8.5 m high, and the largest mahi toi (Māori artwork) expression on a public road in New Zealand.

Co-created with mana whenua, the result is not just a road, but a resilient, culturally resonant civic landmark delivered safely across 1.4 million hours

CATEGORY

4 A SHOT IN THE ARM FOR QUEENSTOWN'S WATER QUALITY

PROJECT: Shotover Wastewater Treatment Plant Stage 3 Upgrade

CONTRACTOR: McConnell Dowell

CLIENT: Queenstown Lakes District Council

VALUE: \$40,489,422

McConnell Dowell's \$37.5 million Shotover Wastewater Treatment Plant Stage 3 Upgrade for Queenstown Lakes District Council has delivered critical infrastructure that protects public health, the environment, and the future liveability of the Wakatipu Basin.

Constructed at the Shotover Delta between August 2023 and December 2025, the project doubled the plant's treatment capacity to meet the demands of rapid population growth and peak seasonal tourism. By transitioning from an ageing oxidation pond system to a modern activated sludge process, the upgrade ensures wastewater from homes, businesses, and visitors across Queenstown, Frankton, Arrowtown and surrounding communities is treated reliably, every time a toilet is flushed.

Delivered within a live, operational treatment plant, the project required tie ins, staged commissioning, and careful coordination to maintain uninterrupted service. Through strong collaboration with QLDC, plant operators (Veolia), design consultants (Beca), and local subcontractors, the works were completed safely, on time, and within budget.

Exceptional construction quality was achieved, with all major water retaining structures passing hydrostatic testing on the first attempt. The completed facility provides long term resilience, improved environmental performance, and confidence for ratepayers that essential wastewater infrastructure can sustainably support the region's continued growth- setting a benchmark for civil infrastructure delivery in Otago.





CATEGORY

4 STREETS TRANSFORMED FOR NEW STADIUM

PROJECT: Te Kaha Surrounding Streets

CONTRACTOR: Isaac Construction

CLIENT: Christchurch City Council

VALUE: \$26,000,000

Te Kaha Surrounding Streets is a \$26M public-realm and three-waters upgrade that stitches the new One New Zealand Stadium into the CBD with safer, people-first streets. Delivered in a live urban environment, the project replaced approximately 5.5 km of pipelines; installed approximately 350,000 intersection cobbles and 5,176 plants; upgraded lighting, signals, crossings and footpaths; and transformed Lichfield Street (west) into a civic spine linking the stadium to the Bus Interchange and hospitality precinct.

Construction used night and weekend windows and a planned 57-hour hard closure at Manchester/Lichfield to eliminate live traffic risk and compress disruption.

The programme finished about five months ahead of the 30 October 2025 baseline, shortening the duration of traffic management while lifting amenity and resilience ahead of the stadium opening.

Isaac Construction led delivery, with specialist programme and commercial integration support from Lucas Haining Ltd; Isaac coordinated interface and resequencing decisions to protect the critical path and enable the 57-hour closure to land cleanly.



CATEGORY

4 COMMITMENT TO TRAINING AND QUALITY

PROJECT: Pāpāmoa East Interchange

CONTRACTOR: HEB Construction

CLIENT: Tauranga City Council

VALUE: \$44,252,951

The Pāpāmoa East Interchange (the Interchange) is a vital community connector for the Bay of Plenty region. HEB Construction was proud to deliver it for Tauranga City Council, working closely with the consultant team, led by BBO design engineers.

The grade-separated Interchange connects eastern Pāpāmoa suburbs directly to the Tauranga Eastern Link Toll Road (State Highway 2). It enables new urban development in the Golden Sands, Wairākei and Te Tumu areas and significantly reduces travel times and congestion on local roads.

The project commenced on 10 April 2024, and the Interchange was officially opened on 2 April 2026, two months ahead of schedule, under budget, and just in time for Easter holiday traffic.

HEB Construction self-delivered over 80% of the works through six integrated business units, demonstrating outstanding collaboration and innovation.

Project outcomes include zero tolerance failures on pavement specifications, innovation in environmental sustainability, and an embedded training and development commitment, which led to 11 HEB people gaining 18 qualifications during construction. HEB worked closely with Zest Consulting to deliver stakeholder engagement, including community planting days and school visits.

The Pāpāmoa East Interchange exemplifies excellence in project delivery, community partnership, and sustainable construction practices.



CATEGORY

4

SAFER OUTCOMES FOR RISKY INTERSECTION

PROJECT: SH1 / 29 Intersection Improvement

CONTRACTOR: Downer

CLIENT: New Zealand Transport Agency

VALUE: \$44,000,000



The SH1/29 Intersection Improvement Project at Piarere, Waikato, was delivered by Downer for NZ Transport Agency Waka Kotahi, with WSP as designer, Stantec as MSQA consultant and Stellar Projects as Engineer to Contract.

Completed in August 2025, the \$44 million project replaced one of New Zealand's highest-risk priority-controlled T-intersections with a safer, more resilient 60-metre dual-lane roundabout. Located on a nationally significant corridor linking Auckland, Waikato, Bay of Plenty and the central North Island, the upgrade improves safety, traffic flow and journey reliability. It also provides for future connectivity, including the Cambridge to Piarere Expressway.

The works included pedestrian and cycle underpasses, pavements, drainage, lighting, landscaping and complex live-traffic staging, supported by more than 100,000 cubic metres of imported fill comprised of 232,300 tonnes of rock, 28,700 square metres of state highway surfacing and 1.6 kilometres of stormwater drainage.

Through collaborative planning, proactive redesign and strong stakeholder engagement, Downer delivered the project safely, protected the Waikato River, respected cultural values, incorporated Te Manu Rangimaarie as a symbol of peace and connection, and created lasting community value.

CATEGORY

4 SAVING WATER IN STYLE

PROJECT: Porirua Wastewater Retention Tank

CONTRACTOR: Downer

CLIENT: Wellington Water

VALUE: \$72,500,000

The \$72.5 million Porirua Wastewater Retention Tank project in Porirua, Wellington, is a major wastewater resilience initiative for Wellington Water Limited, delivered by Downer with Beca/Connect Water and WSP as consultants. Delivered from January 2023 to March 2026, the project provides a 7 million-litre storage tank, pump station, two buried weir chambers, wastewater pipelines and associated civil, structural, mechanical and electrical works.

The asset will reduce wet-weather wastewater overflows into the Porirua Stream from 12 times a year to about 2, improving waterway health, reducing contamination risk, and supporting future growth.

Delivered on a compact site bordered by SH59, KiwiRail, a live Metlink Park and Ride facility, Porirua Stream and a protected wetland, the project required disciplined planning, environmental controls, stakeholder coordination, temporary works, deep excavation, secant piling and water-retaining concrete construction.

Downer's construction-led approach improved quality, safety, programme and value, including an in-situ tank solution that saved \$800k, a piled retaining wall redesign that saved 2 to 3 months, and material reuse that reduced landfill, truck movements and programme duration. The project was completed 4 months ahead of the contract practical completion date.



CATEGORY

4

SCHICK PAVES THE WAY FOR WAIKATO DEVELOPMENT

PROJECT: Peacocke Whatukooruru Drive Stage 3

CONTRACTOR: Schick Civil Construction

CLIENT: Hamilton City Council

VALUE: \$25,250,000



Peacocke Whatukooruru Drive Stage 3 is a \$25.2 million civil infrastructure project located in Peacocke, Hamilton, delivered for Hamilton City Council. Designed by BBO and constructed by Schick Civil Construction, the project forms a key component of the wider Peacocke growth area, enabling future residential development and improving connectivity within the southern corridor of the city.

Commencing on 23 September 2024 and scheduled for completion on 18 August 2026, the works include the construction of a new arterial roadway, associated three-waters infrastructure, earthworks, pavements, structures, and urban landscaping.

The project has been carefully planned and executed to meet the demands of a rapidly growing community while maintaining a strong focus on safety, environmental management, and quality outcomes.

Peacocke Whatukooruru Drive Stage 3 represents a significant investment in Hamilton's future, supporting urban expansion and providing resilient, high-quality infrastructure that will serve the community for years to come.



CATEGORY

4 CLEAN AND CLASSY WATER UPGRADE FOR RAGLAN

PROJECT: Raglan / Whaaingaroa Wastewater Treatment Plant MBR / MABR Upgrade

CONTRACTOR: Apex Water

CLIENT: Watercare Services

VALUE: \$28,000,000

The Raglan / Whaaingaroa Wastewater Treatment Plant (WWTP) Upgrade is a \$28 million wastewater infrastructure project delivered by Apex Water Ltd for Watercare Services Ltd at Wainui Road, Raglan / Whaaingaroa, Waikato.

Awarded in December 2023 and completed in August 2025 under an NZS3916 Design and Build contract, the project has transformed wastewater treatment outcomes for one of New Zealand's most environmentally and culturally significant coastal communities. Apex Water acted as both designer and head contractor, providing in-house process, mechanical and plant design while managing specialist civil, structural, geotechnical, electrical and automation consultants.

The upgrade replaced an ageing oxidation pond system with a state-of-the-art 6 ML/day treatment facility incorporating advanced Membrane Bioreactor (MBR) filtration and innovative Membrane Aerated Biofilm Reactor (MABR) technology. Constructed on the footprint of former wastewater ponds, the new facility delivers significantly improved environmental performance, supports future population growth and provides exceptional value for money through an integrated design-build approach.

The project establishes a new benchmark for municipal wastewater treatment infrastructure in New Zealand, delivering long-term environmental, community and operational benefits while helping protect the future of the Raglan environment for generations to come.



CATEGORY

4 LAYING THE FOUNDATIONS FOR SUSTAINABLE ENERGY

PROJECT: Kaiwaikawe Wind Farm Civil Balance of Plant

CONTRACTOR: Higgins

CLIENT: Mercury Energy

VALUE: \$52,191,000



Kaiwaikawe Wind Farm located northwest of Dargaville on Northland's exposed Kauri Coast, is the region's first utility-scale wind farm and a significant milestone in New Zealand's renewable energy transition. Developed for Mercury Energy, the project will generate approximately 221 GWh of renewable electricity annually, enough to power around 27,000 homes.

Civil Balance of Plant works were delivered by Higgins Contractors, in collaboration with Brian Perry Civil, regional subcontractors and specialist suppliers. Design, geotechnical and environmental support was provided through an integrated consultant team including Riley Consultants, iCubed and specialist environmental advisors.

Construction commenced in January 2025, with civil works completed in April 2026.

Delivered within one of New Zealand's most challenging renewable construction environments, the project involved 750,000m³ of earthworks, 15km of internal roading, oversized transport routes and construction of 12 of the largest wind turbine foundations built in New Zealand, requiring up to 800m³ of concrete and 92 tonnes of reinforcing steel per foundation.

Despite cyclonic weather events, severe rainfall and highly variable ground conditions, Kaiwaikawe maintained programme certainty, preserved the original contract value and achieved zero Lost Time Injuries and zero Medical Treatment Injuries across more than 155,000 exposure hours, demonstrating excellence in safety, resilience and collaborative renewable infrastructure delivery.

CATEGORY

4

GOOD ROADS ARE GOOD FOR BUSINESS

PROJECT: Rangioru Business Park – SH2 Interchange

CONTRACTOR: Higgins

CLIENT: Quayside Properties Limited

VALUE: \$50,000,000

The Rangioru Business Park – SH2 Interchange is a vital regional infrastructure connection that unlocks a significant economic growth opportunity for the Bay of Plenty, enabling the creation of an estimated 4,000 jobs.

The project included a new diamond interchange on the Tauranga Eastern Link Toll Road, including a single-span bridge over SH2, new ramp intersections, stormwater infrastructure, shared path realignment, safety barriers, signage, lighting, and pavement construction.

Delivered for Quayside Properties Limited, with Bloxam Burnett & Olliver as consultant and Higgins as the contractor.

Commencing on 13 October 2022 and completed on 3 June 2025, the project combined complex construction beside a live expressway with strong local procurement, iwi engagement, environmental management, and workforce development.



CATEGORY

4 BETTER, STRONGER, MORE RESILIENT

PROJECT: Moteo-Puketapu Bridge

CONTRACTOR: Fulton Hogan

CLIENT: Hastings District Council

VALUE: \$23,423,040

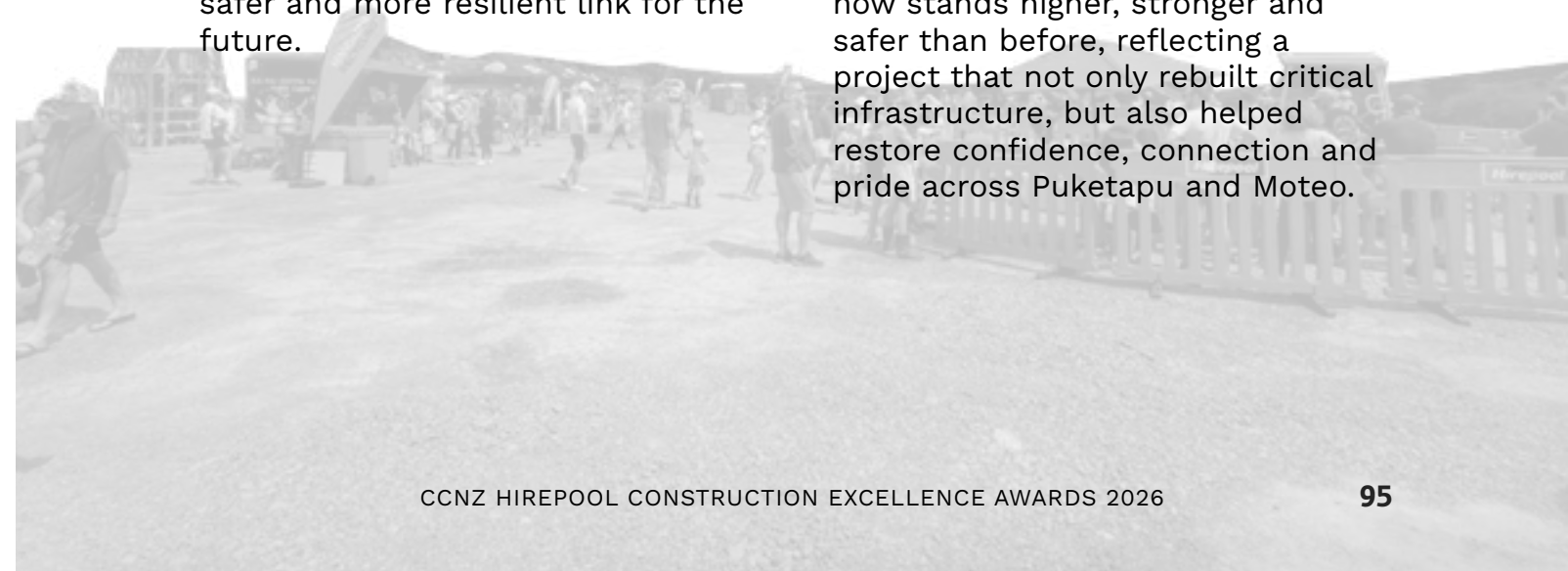


The Moteo-Puketapu Bridge Replacement project put the community first at every stage, restoring a vital connection for rural Hawke's Bay after Cyclone Gabrielle.

More than a bridge rebuild, it was the reinstatement of access to school, work, services and everyday life for a community cut in two. Delivered by Fulton Hogan's Civil team between mid-2024 and August 2025, the project provided a new 129-metre, four-span prestressed concrete bridge with two traffic lanes, a shared path and upgraded approaches, creating a safer and more resilient link for the future.

Community needs shaped both delivery and engagement. While managing complex river works, deep bored piling and challenging ground conditions, the team maintained a strong local focus through a dedicated public lookout, community open day, school visits and support for local events.

These initiatives kept residents informed, involved and connected to the project as their bridge took shape. Reuse of river-won materials also reduced cost and environmental impact, supporting better value for the client and community. The completed bridge now stands higher, stronger and safer than before, reflecting a project that not only rebuilt critical infrastructure, but also helped restore confidence, connection and pride across Puketapu and Moteo.



CATEGORY

4 URBAN IMPROVEMENTS BENEFIT AUCKLAND

PROJECT: Wellesley Street Bus Improvements

CONTRACTOR: Downer

CLIENT: Auckland Transport

VALUE: \$21,000,000

The Wellesley Street Bus Improvements Stage 1 and ECI project is a major Auckland CBD transport and streetscape upgrade delivered by Downer for Auckland Transport, with Aurecon as lead consultant.

Commencing in June 2024 and completed in April 2026, the project is the first stage of a three-stage programme supporting the 2026 opening of Te Waihorotiu Station. It strengthens the connection between the City Rail Link, high-frequency bus network and midtown Auckland.

Delivered between Albert Street and Queen Street, the works included road reconstruction, traffic signals, street lighting, bus shelters, seating, bike racks, drinking fountains, artistic panels, pedestrian crossings, utility upgrades, watermain renewal, stormwater

upgrades, high-specification paving, kerbs, street furniture, landscaping and tree protection. Downer delivered the works in one of Auckland's most constrained urban corridors, maintaining bus operations, pedestrian access, business access, utility services and event access while coordinating with adjacent major projects and a substantial additional Watercare scope.

The result is a safer, more accessible and more reliable city-centre corridor that supports future rail and bus patronage, improves public space, renews critical underground infrastructure and helps Auckland Transport prepare midtown Auckland for the opening of Te Waihorotiu Station.





CATEGORY

5

A REMARKABLE
FEAT OF CIVIL
ENGINEERING

PROJECT: Central Interceptor Main Works Project

CONTRACTOR: Ghella Abergeldie Joint Venture

CLIENT: Watercare Services Limited

VALUE: \$1,300,000,000

The Central Interceptor is a once-in-a-generation infrastructure project transforming the environmental future of Tāmaki Makaurau Auckland.

Stretching 16.2km from Māngere to Point Erin, the Central Interceptor is New Zealand’s largest wastewater infrastructure project, and its longest wastewater tunnel. Delivered for Watercare by the Ghella Abergeldie Joint Venture, with design and specialist support from a Who’s Who of leading New Zealand and international consultants, the \$1.3 billion project commenced in 2019 and reached practical completion in July 2026.

Designed to reduce wet-weather wastewater overflows by approximately 80%, the project will dramatically improve the health of Auckland’s waterways, beaches and harbours while providing resilience and capacity for future population growth.

Constructed between 15-110 metres beneath Auckland - including beneath the Manukau Harbour - the project combines world-class tunnelling, deep shaft construction, and complex underground engineering across 17 active sites in one of the southern hemisphere’s most challenging urban environments.

More than an engineering achievement, the Central Interceptor has set new benchmarks for safety, sustainability, workforce development, cultural partnership and community engagement. The project is a spectacular example of how major civil infrastructure can deliver project success alongside an enduring legacy of positive environmental, social and technical outcomes for future generations.



CATEGORY

5

MANAGING SPECTACULAR COMPLEXITY IN CONSTRUCTION

PROJECT: Auckland City Hospital Central Plant & Tunnel

CONTRACTOR: McConnell Dowell

CLIENT: Health New Zealand | Te Whatu Ora

VALUE: \$249,448,774

McConnell Dowell, on behalf of Health New Zealand | Te Whatu Ora, constructed a new plant building for Auckland City Hospital that provides essential services including power, water, chilled water, medical gas and diesel. The new building will have provisions for independent running in the event of a major catastrophe for several days.

Auckland City Hospital is a complex stakeholder environment with patients, staff, specialist service providers, emergency vehicles and a helicopter pad all intersecting within a small footprint in central Tāmaki Makaurau, Auckland.

The project team planned the construction method to suit the 24/7 live hospital environment and minimise disruption to stakeholders by creating a custom traffic management plan, including a temporary access ramp so large vehicles like trucks could be separated from hospital traffic.

- 110 foundation piles between 7.5m and 26m installed over ten weeks during Enabling Works.
- 240m long services tunnel with an internal dimension of 4m and 3.5m built using open-cut-and-cover methodologies.
- A five-storey, 5,230 m2 building constructed adjacent to the Ronald McDonald House.
- Seismic resilience of the building has been increased by using bespoke triple friction pendulum bearings.
- Installation and commissioning of new hospital backbone services and equipment.
- Deconstruction and decommissioning of old services and plant building A06.





CATEGORY

5

PUTTING THE PEDAL TO THE METAL FOR ROAD RENEWALS

PROJECT: Tīrau to Waiouru Rehabilitation Accelerated Programme

CONTRACTOR: Downer

CLIENT: New Zealand Transport Agency

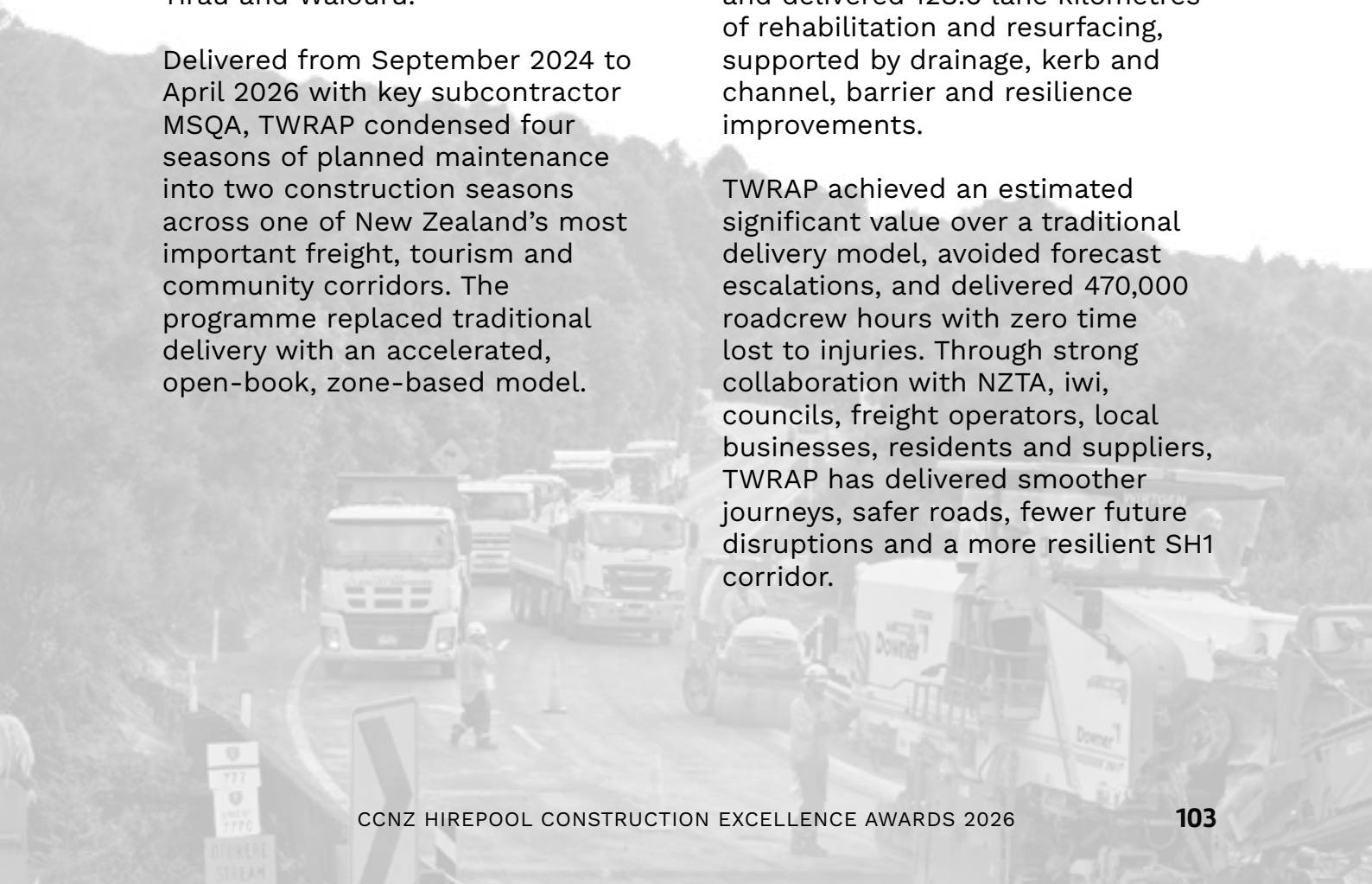
VALUE: \$156,409,163

The Tīrau to Waiouru Rehabilitation Accelerated Programme (TWRAP) is a highway pavement renewal programme delivered by Downer as lead contractor for Waka Kotahi NZ Transport Agency on SH1 between Tīrau and Waiouru.

Staged block closures enabled safer work zones, longer treatment lengths, higher productivity, better pavement protection and reduced long-term disruption. The works upgraded 27% of the 220km corridor and delivered 128.6 lane kilometres of rehabilitation and resurfacing, supported by drainage, kerb and channel, barrier and resilience improvements.

Delivered from September 2024 to April 2026 with key subcontractor MSQA, TWRAP condensed four seasons of planned maintenance into two construction seasons across one of New Zealand’s most important freight, tourism and community corridors. The programme replaced traditional delivery with an accelerated, open-book, zone-based model.

TWRAP achieved an estimated significant value over a traditional delivery model, avoided forecast escalations, and delivered 470,000 roadcrew hours with zero time lost to injuries. Through strong collaboration with NZTA, iwi, councils, freight operators, local businesses, residents and suppliers, TWRAP has delivered smoother journeys, safer roads, fewer future disruptions and a more resilient SH1 corridor.



CATEGORY

5

RESILIENCE WORK PROVIDES POPULAR PATHWAY

PROJECT: Te Ara o Tupua Horo Rangi

CONTRACTOR: Te Ara Tupua Alliance

CLIENT: New Zealand Transport Agency

VALUE: \$281,000,000

Te Ara o Tupua Horo Rangi is where Wellington meets its harbour again. Delivered for NZ Transport Agency Waka Kotahi, in partnership with Te Ātiawa Taranaki Whānui and Ngāti Toa Rangatira and Alliance partners Downer, HEB Construction and Tonkin + Taylor, the project has transformed one of New Zealand's most constrained transport corridors into a resilient, culturally rich and environmentally restorative public space.

Stretching 4.5 kilometres along Wellington Harbour, the project combines the landmark 211-metre Te Matarae o Wharepouri bridge, 2.7 kilometres of locally manufactured XBlocPlus® coastal protection, six culturally significant Ūrangā, Australasia's largest subtidal concrete reef for biodiversity compensation, New Zealand's first Giant Kelp translocation, and Digital Shield — a GPS safety system now

adopted by KiwiRail nationally. It protects State Highway 2 and the Hutt Valley rail corridor against storms, sea-level rise and seismic hazard.

Within 30 days of opening, 85,000 people had already embraced the path. Winner: ISC Excellence in Environmental Outcomes 2026 and Concrete NZ Excellence in Concrete Infrastructure 2025. More than infrastructure, Te Ara o Tupua Horo Rangi reconnects people with Wellington Harbour while protecting nationally significant transport links, restoring marine ecosystems and embedding mana whenua stories into the landscape for generations to come.





CATEGORY

6

CONSISTENT INNOVATION SHINES IN SELWYN ROAD MAINTENANCE

PROJECT: Selwyn District Council Maintenance Contract

CONTRACTOR: HEB Construction

CLIENT: Selwyn District Council

VALUE: \$123,284,608

HEB Construction has self-delivered the Selwyn District Council roading maintenance contract since July 2021, with the current contract period extending to July 2027. This six-year partnership has transformed roading maintenance in the Selwyn district through innovation and exceptional service delivery.

Remarkable outcomes include a 300% increase in sealed pavement rehabilitation delivery and consistently scoring over 96% on key performance indicators. The maintenance team has implemented cutting-edge technologies, including real-time GIS integration, ROADAI video analytics, predictive frost forecasting, and emergency response systems that deliver value to the Council and the customer.

With 90% of the workforce living locally in Selwyn, the team brings deep community investment and network knowledge to every project.

Innovations include the first rubber chip seal implementation in the Southern Hemisphere, environmental geo-fencing applications protecting mahinga kai areas, and integrated maintenance-capital works programmes.

The partnership extends to community education programmes, reaching 2,966 primary school students and to environmental stewardship initiatives. HEB's data-driven approach provides real-time budget tracking and network condition monitoring, enabling the Council to secure appropriate NZTA funding and optimise resource allocation.

This contract represents best-in-class asset management strategy, combining advanced digital integration with people-focused service delivery that consistently exceeds expectations while building long-term community resilience.



CATEGORY

6

PORT PAVEMENT RENEWALS PROVE PEAK PERFORMANCE

PROJECT: Lyttelton Port Company Pavement Maintenance Contract

CONTRACTOR: HEB Construction

CLIENT: Lyttelton Port Company Limited

VALUE: \$3,000,000

The Lyttelton Port Company Pavement Maintenance Contract is a long-term civil maintenance programme delivered by HEB Construction for Lyttelton Port Company across Lyttelton Port, City Depot (Woolston), and Midland Port (Rolleston), from 1 July 2022 to 30 June 2027.

Delivered within a live, high-risk port environment, the contract integrates planned and reactive maintenance with shipping schedules, cargo movements, heavy plant, and rail interfaces to maintain critical operational areas and service levels.

Through disciplined planning, flexible delivery, and strong collaboration with LPC, HEB has maintained 100% on-time hand-back of operational areas, minimising disruption and preserving port productivity.

Innovative approaches such as bitumen treated basecourse, asphalt milling, and sealcoat rejuvenation have reduced downtime, improved efficiency, and extended asset life.

Delivered under a transparent cost-reimbursable model, the contract has built strong client trust and enabled rapid, informed decision-making, allowing HEB to respond to changing operational demands.

The result is a high-performing maintenance partnership that supports operational continuity, improves asset performance, and provides long-term value to LPC's critical infrastructure.





CATEGORY

6

PARTNERSHIP PROVES POPULAR IN NEW PLYMOUTH

PROJECT: New Plymouth Infrastructure Partnership (NPIP)

CONTRACTOR: Downer

CLIENT: New Plymouth District Council

VALUE: \$250,659,464

Since 2019, Downer and New Plymouth District Council have delivered one of New Zealand's most advanced infrastructure maintenance contracts. Structured under an NEC4 collaborative model, the contract integrates transport, parks, and urban services into a single coordinated system.

Over time, the partnership has evolved into a mature, high-performing delivery model characterised by strong relationships, transparent financial management and consistent service outcomes. The contract has demonstrated measurable improvements in cost predictability, programme certainty and customer responsiveness, while also supporting wider community and workforce development initiatives. Innovative approaches to traffic management, safety, and sustainability have been embedded

into everyday delivery, supported by a culture of trust and continuous improvement. The reinvestment of gainshare into community projects has further strengthened the contract's contribution to the district.

This contract represents a step change in how local government infrastructure services can be delivered. It shows that long-term, collaborative approaches can achieve better outcomes for asset owners, ratepayers, and the community.



CATEGORY

6

CRISIS SITUATIONS BRING OUT THE BEST IN US

PROJECT: Three Waters Reticulation Operations and Maintenance Contract

CONTRACTOR: Isaac Construction

CLIENT: Clutha District Council

VALUE: \$17,450,528

Three years of day-to-day delivery, punctuated by four defining emergency responses. The same team. The same standard. Every time. Isaac Construction has been delivering the Three Waters Reticulation Operations and Maintenance Contract for Clutha District Council since 3 July 2023 - operationally on the ground a year before the contract ink was dry.

Covering 2,500 kilometres of infrastructure serving 18,500 residents, alongside Delivery Partners Andrew Haulage 2011 Limited and Contract Excavation Limited, the team has completed 6,241 documented jobs and driven reactive callouts down year on year. March 2024: Isaac rebuilt the historic Bungtown siphon, restoring Lawrence's water supply via helicopter-deployed components in a remote forestry environment.

October 2024: pump failure at Stirling Water Treatment Plant - crew deployed from Dunedin overnight, supply restored before 4am. Days later: a State of Local Emergency - more than twice the monthly rainfall in 40 hours, State Highway 1 closed, rural communities isolated.

October 2025: the worst wind event in living memory - all 44 water treatment and pump stations offline simultaneously. Across all of it: zero safety incidents. Zero environmental breaches. Zero rework. Reactive callouts down 10% since Year 1. The morning the first emergency lifted, Clutha District Council held a BBQ for the team. That is not a standard contract outcome. That is what trust looks like.





CATEGORY

6

THE SECRET TO HAPPINESS IS GOOD PARTNERSHIP

PROJECT: Kaipara District Council Road Maintenance

CONTRACTOR: Downer

CLIENT: Kaipara District Council

VALUE: \$62,000,000

When Kaipara District Council established a new collaborative road maintenance contract in July 2024, the network was under pressure. There was limited asset data, legacy backlog issues, constrained funding, frequent storms, and a large rural road network.

Downer was awarded the three-year Kaipara District Road Maintenance Contract, running to 30 June 2027, supported by consultants including Pinnacle, Solidify Solutions, and ETC Blair King, as well as local contractors. The contract covers planned, reactive, and preventative maintenance across 1,126 km of unsealed roads and 594 km of sealed roads. In less than two years, Downer and KDC have shifted the contract from reactive response to planned, data-led network management. The team established asset information and

programme controls, enabling more preventative maintenance and targeted investment where it would deliver the greatest whole-of-life value.

The results are now being felt across Kaipara. Through stronger programme delivery, consistent quality performance, and a strong safety record, the contract is helping rebuild community confidence in KDC's road maintenance delivery.

Practical innovation, including PolyCom stabilisation trials, Blue Metal-Lime rock methodology, and improved inspection tools, is helping build a more resilient road network.



CATEGORY

6

AUCKLAND'S SUPERHEROES OF ROAD MAINTENANCE

PROJECT: Auckland South Urban Maintenance -
Super Weekends

CONTRACTOR: Fulton Hogan

CLIENT: Auckland City Council

VALUE: \$13,000,000 per annum

Arguably the country's most complex urban road corridor maintenance contract serving more than half the population of Tāmaki Makaurau, South Urban's successful management requires a special blend of technical capability, operational capacity, service orientation and supply chain integration. These, however, can be simply buzzwords or even idle boasts unless supported by outcomes that fundamentally advances the interests of the client (Auckland Transport) and the customer (the community).

This submission focuses on just this - the aspect of New Zealand's largest urban maintenance contract (by population served) that epitomises commitment to doing things differently, better and more sustainably for the benefit of the people of Auckland and of Auckland Transport. It is also timed to mark an important anniversary - 10 years of Fulton Hogan's 'Super Weekends'.

Super Weekends are the cornerstone of Fulton Hogan's Rapid Construction™ methodology, and we are proud to say we are on the eve of our 200th Super Weekend within South Urban. No initiative has more fundamentally changed how the roads of the South Urban region are maintained - while people are asleep, while they are away for the weekend and while they are not racing to get to work.

The feat of almost 200 Super Weekends is possible due to an unmatched and integrated supply chain, along with strong collaboration between Fulton Hogan, Auckland Transport, Auckland Council, community boards and our wider delivery teams. It takes extraordinary planning, coordination, commitment and a willingness to do things differently - and the results continue to underline its value.





PERSONAL IMPROVEMENT AWARD

FINALIST: Taylor McInroe
COMPANY: Isaac Construction Limited



FINALIST: Josiah Halaifonua
COMPANY: McConnell Dowell Constructors



FINALIST: Razia Mirzayi
COMPANY: Ghella Limited



FINALIST: Taine Scott
COMPANY: Downer



FINALIST: Rebecca Staples
COMPANY: Brian Perry Civil




EMERGING LEADER AWARD

FINALIST: Dylan Larrington
COMPANY: Schick Civil



FINALIST: Joel Madsen
COMPANY: HEB Construction



FINALIST: Pieter Ruthven
COMPANY: Fulton Hogan



FINALIST: Sam Jensen
COMPANY: GT Civil



FINALIST: Sarah Hall
COMPANY: Auckland Transport



CATEGORY 1

TURNOVER UP TO \$10M PER ANNUM



FINALIST

COMPANY: Draintech 2008 Limited



FINALIST

COMPANY: Grounded Company HQ



FINALIST

COMPANY: Think Water Gisborne



CATEGORY 2

TURNOVER BETWEEN \$10M AND \$100M PER ANNUM



FINALIST

COMPANY: CB Civil & Drainage



FINALIST

COMPANY: City Contractors



FINALIST

COMPANY: Pipeline & Civil



FINALIST

COMPANY: Quality Roding and Services
– Wairoa



FINALIST

COMPANY: Schick Civil Construction



CATEGORY 3
TURNOVER OVER \$100 MILLION
AND ALLIANCES



FINALIST
COMPANY: Fulton Hogan



FINALIST
COMPANY: Ghella



FINALIST
COMPANY: Isaac Construction



FINALIST
COMPANY: John Fillmore Contracting



APPRENTICE OF
THE YEAR 2026



FINALIST: Alan Robinson
COMPANY: HEB Construction



FINALIST: Ricky Moore
COMPANY: Isaac Construction



FINALIST: Simon Bunyan
COMPANY: Think Water Gisborne



