



CLL Capabilities Slip Repairs

CLL
SERVICE & SOLUTIONS

Clients benefit from this depth and breadth of services in key areas

PROVEN TRACK RECORD

Rely on our established reputation backed by a track record of successful projects.

From intricate piling assignments to complex infrastructure developments, our expertise has consistently delivered quality results, earning the trust of our clients.

INNOVATION AND TECHNOLOGY

Stay ahead in the industry with our commitment to innovation and technology. Our company embraces cutting-edge advancements, ensuring that your projects benefit from the latest methodologies, materials, and equipment, leading to increased efficiency and project success.

VERSATILE EXPERTISE

CLL offer a comprehensive suite of services beyond piling and ground stabilisation, as our company excels in a wide range of civil construction disciplines.

Whether it's foundation work, structural engineering, or infrastructure development, we offer a one-stop solution for all your civil construction needs.

COST-EFFECTIVE SOLUTIONS

By consolidating various civil construction services under one roof, our clients experience streamlined project management, reducing the need for multiple contractors. This not only enhances overall project efficiency but also leads to potential cost savings.

AT CLL, we extend our footprint across New Zealand, operating seamlessly through specialised divisions strategically established in key regions such as Northland, Tauranga and Christchurch with our head office based in Auckland. Our centralised approach from Auckland allows us to efficiently coordinate and manage projects throughout the country, ensuring a consistent and high-quality service delivery.

ADAPTABILITY TO PROJECT SCALE

With over 200+ employees, whether you're undertaking a small-scale project or a large-scale development, our team is equipped to adapt to the unique requirements of each endeavour. Enjoy the flexibility and scalability of our services to match the specific needs of your civil construction projects.

CLIENT-CENTRIC APPROACH

Experience personalized service with our client-centric approach. We prioritize open communication, collaboration, and a thorough understanding of your project goals, ensuring that our solutions are tailored to meet your expectations and contribute to the overall success of your endeavours.

SERVICES & SOLUTIONS



CLL GROUP (CLL) is a well-established construction company specializing in piling, ground improvements, slip stabilization, ground anchors, retaining walls, civil structures, drainage, and contaminated site remediation. With extensive experience across these disciplines, CLL has built a strong reputation as a reliable and innovative industry leader.

At CLL, we pride ourselves on being at the forefront of ground improvement and piling techniques, leveraging advanced European technologies that set us apart. These cutting-edge systems allow us to tackle complex challenges efficiently, often eliminating provisional tags from tenders and streamlining project delivery. Our collaborative approach ensures that we work closely with your design consultants to develop cost-effective, fit-for-purpose solutions for in-ground challenges.

As part of our commitment to strong partnerships, we offer our expertise and time at no cost—providing indicative pricing and tailored recommendations to help achieve project goals efficiently.

CLL employs 250+ professionals, including engineers, project managers, estimators, machine operators, tradesmen, and skilled labourers. Our workforce includes specialist piling crews and industrial rope access teams, as well as tradesmen such as carpenters, mechanics, and formwork specialists.

OUR EXPERTISE

Geotechnical & Civil Engineering Solutions

- Piling solutions (Olivier Piling, CFA, Bored, Driven, Sheet Piling)
- Retaining and stabilization systems
- Ground anchors and soil nailing
- Deep foundation and ground improvement techniques

Critical Slip Rehabilitation & Drainage

- Earthworks and slope stabilisation
- Cross road drainage and culvert installation
- Swale and water diversion systems
- Manhole and bored drain installations

Specialized Construction Services

- Bridge and structure foundations
- Marine piling and coastal protection
- Infrastructure resilience solutions
- Sustainable construction initiatives



WHY CHOOSE CLL?

- **Industry Leadership:** Cutting-edge European piling and ground improvement technologies.
- **Experience & Expertise:** Decades of experience in delivering large-scale infrastructure projects.
- **Innovative Methods:** Leaders in advanced piling and geotechnical stabilization.
- **Sustainability Focus:** Commitment to environmentally friendly construction practices.
- **Safety & Quality Assurance:** Adherence to the highest industry standards.
- **Project Delivery Excellence:** Proven track record of delivering projects on time and within budget.

LET'S WORK TOGETHER

We welcome opportunities to collaborate on upcoming projects. Get in touch to discuss how CLL can bring value to your project by contacting the person who gave you this brochure or via our branches located on the last page of this document.



DESIGN & CONSTRUCT

CLL takes care of the design and build of your in-ground projects, simplifying the process for our clients and reducing costs.

Our 35 years of experience across complex landscapes provides valuable insight into pre-purchase and pre-design feasibility assessments, and the overall design of the project.

We work with a small number of expert geotechnical consultants who have experience and an appetite for design and build projects. Ground improvement work, by design, does not structurally connect with the rigid floor structures, therefore our Geotech experts are involved from the very beginning. This ensures that what is constructed below the ground is fit for purpose for what will be built above it.



EARLY CONTRACTOR INVOLVEMENT - ECI

Getting us involved from the outset of your project means a seamless end-to-end solution.

Our 35 years of experience across complex landscapes provides valuable insight into pre-purchase and pre-design feasibility assessments, and the overall design of the project.

The construction industry is trending towards a more unified approach to projects and CLL offers significant experience in design and construction as well as ECI. Consultant led designs are fraught with risk due to the lack in understanding of site specific methodologies, real time innovation and evolution of construction techniques, and current market costs.

We offer significant experience in design and construction as well as ECI with a robust understanding of design, method, and cost relationships and an understanding of the connection between the foundation and structure.



PROJECT INFORMATION SHEET

MANGAMUKA GORGE SLIP REPAIRS

LOCATION

SH1 MANGAMUKA GORGE, KAITAI, NORTHLAND

CLIENT

NZTA WAKA KOTAHI

START & FINISH DATES

FEBRUARY 2023 - ONGOING

VALUE

\$200M CIRCA

PROJECT OVERVIEW

The Mangamuka Gorge Slip repairs and rehabilitation project is a major infrastructure initiative located on State Highway 1 (SH1) within the Maungataniwha Ranges, an area of significant natural importance in New Zealand. This project involves the remediation of multiple large slips in a highly sensitive environment, focusing on stabilising the terrain, restoring safe road access, and mitigating environmental impact.

CLL has been engaged as the construction contractor for the entirety of this project, bringing our expertise in geotechnical solutions, complex piling, and environmental management to ensure the successful completion of these critical works.

Another innovation on the site is a retaining wall that has now set the standard for such walls on other Waka Kotahi projects, according to Hendrik Postma, NZTA Senior Project Manager.

The wall was constructed by CLL as a subcontractor after the 2020 slips, and after the 2022 slips, the team was surprised to see the wall had held up far better than expected.

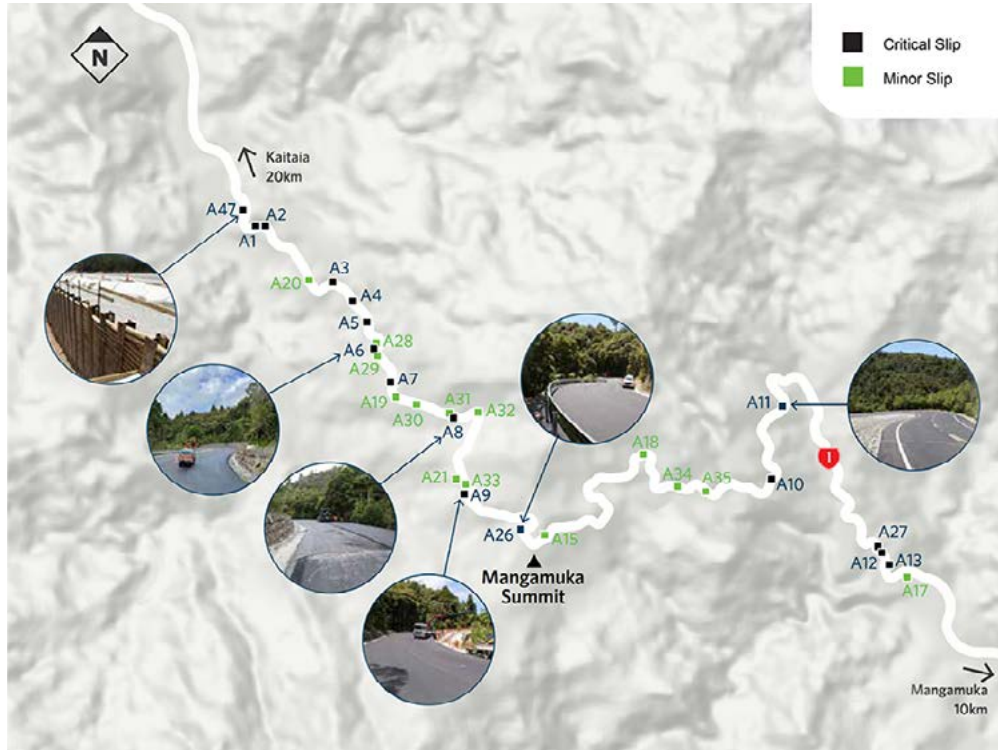
"It's not a cheap fix, but it definitely works and is now being used on other projects because it's so good," Postma said.

Mark Ware, NZTA Project Director, highlighted the extreme weather challenges faced during the project: "The past year was one of the wettest on record, with over one metre more rainfall than the historical average in the area. Usually, the region gets approximately 1700mm of rain in 12 months – in contrast, over the past year there's been over 2800mm of rain."

Ware further explained the geological difficulties of the region: "Northland's ground

conditions (including through the Maungataniwha Range which surrounds Mangamuka Gorge) have always been fragile. Almost 70 per cent of the geological material which forms rocks in the region is made up of Northland Allochthon, better known as 'Northland Problematic Rock.' This type of material has long been challenging for construction and maintenance of roads, and means repairs to slips of this nature need to be carefully planned, since finding competent material to anchor the road to can be difficult."





DESCRIPTION OF WORKS AND KEY FACTS

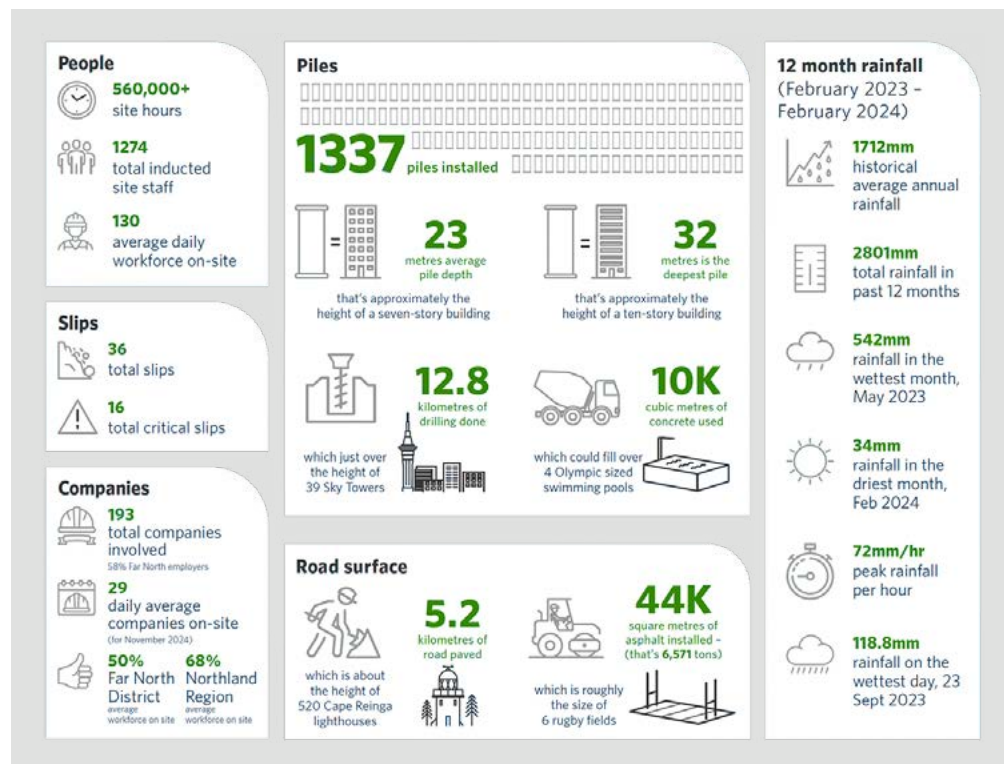
The project encompasses extensive earthworks to remove debris and reshape affected slopes, ensuring the long-term stability of the region. Pavement reconstruction involved milling damaged surfaces and installing new asphalt layers, with waterproof membranes applied to enhance durability.

A key component of the rehabilitation was the installation of permanent pile walls, reinforced with anchors to provide additional lateral support, distributing load forces effectively and ensuring slip areas remain stable. Given the project's proximity to waterways, strict environmental management practices were implemented, including erosion control, sediment containment, and ongoing environmental monitoring.

Collaboration with local iwi and environmental stakeholders was central to ensuring that cultural and ecological values were upheld.



PROJECT FACTS AND FIGURES



ACCELERATED PROCUREMENT PROCESS

The accelerated procurement process used by NZTA for the Mangamuka Gorge project was designed to fast-track the selection of a construction contractor due to the urgency of the repairs. This approach is often used in situations where time is a critical factor, such as emergency road repairs after severe weather events.

Here's what it likely involved:

Key Features Of The Accelerated Procurement Process

1. **Direct Engagement with Experienced Contractors** – NZTA engaged directly with contractors who had proven expertise in geotechnical and slip remediation works.
2. **Cost-Reimbursable Model** – A flexible contract structure allowed work to commence before a fully detailed scope was established.
3. **Early Contractor Involvement (ECI)** – Contractors were brought in early to provide input into design and constructability, expediting the overall timeline.

4. **Streamlined Decision-Making & Approvals** – Reduced bureaucratic hurdles allowed for quick approvals and project initiation.
5. **Collaborative Delivery Approach** – Frequent communication and teamwork between NZTA, consultants, and CLL ensured efficient problem-solving and adaptability.

BENEFITS OF THIS APPROACH

- **Faster Project Start & Completion** – Critical infrastructure repairs progressed without lengthy procurement delays.
- **Flexibility for Scope Changes** – The ability to adapt to evolving site conditions without significant contract renegotiations.
- **Stronger Contractor Commitment** – Early engagement fostered a sense of ownership and accountability for successful delivery.

WHY THIS MATTERS FOR CLL MOVING FORWARD

Since this project was CLL's first as a Tier One contractor, the success of the accelerated procurement model strengthens the case for NZTA to continue using cost-reimbursable contracts and direct engagement with capable contractors like CLL for future projects. This model ensures agility, cost efficiency, and effective risk-sharing - key factors in delivering complex infrastructure repairs.

PROJECT EXECUTION AND COST MANAGEMENT

The project commenced as an emergency response under a cost-plus contract due to the absence of a predefined design. As design concepts evolved, procurement of long-lead items, such as 1,050mm-diameter steel casings, led to cost savings estimated at \$1 million. Construction budgets were developed in alignment with the progressive design and reported to the Client's Quantity Surveyor (QS).

Throughout the project, financial oversight was maintained through:

- Monthly progress claims
- Cost forecasts
- Cashflow management to ensure budget adherence

Collaboration with the Client's QS ensured financial transparency and accuracy in reporting. Once the final scope was established, additional budgets were prepared to support funding applications.



CHALLENGES AND INNOVATIONS

- **Minimising SH1 Closure:** To expedite the project and reduce the impact on local communities and freight operators, night shifts were introduced to enhance productivity while mitigating material supply constraints.
- **Adapting to Weather and Site Conditions:** The implementation of a Trigger Action Response Plan (TARP) meant construction had to be paused during heavy rainfall or when slip sensors detected movement. Despite these challenges, the team successfully navigated disruptions.
- **Holiday and Weekend Works:** Approval was granted to work through the Christmas break and long weekends to maintain momentum on critical-path activities. This strategic scheduling helped mitigate delays and ensured steady progress.

CONCLUSION

The SH1 Mangamuka Gorge Slip Repairs Project stands as a testament to CLL's ability to deliver complex geotechnical solutions while balancing environmental stewardship and community engagement. This project highlights our expertise in large-scale slip remediation, sustainable construction methodologies, and effective stakeholder collaboration.

With a commitment to safety, innovation, and excellence, CLL has successfully restored this vital transport corridor, ensuring long-term resilience and connectivity for the Northland region.

NZTA PROJECT REPRESENTATIVES

- NZTA Waka Kotahi Mangamuka Senior Project Manager, Hendrik Postma
- NZTA Waka Kotahi Mangamuka Project Director, Mark Ware
- NZTA Waka Kotahi Project Director, Norman Collier
- Mangamuka-born-and-bred, Tomo Otene, the project's Ngā Hapū o Mangamuka Representative.
- Far North District Councillor, Steve McNally
- Regional Transport Committee Chair, Joe Carr
- Steve Mutton, Director Of Regional Relationships for NZ Transport Agency Waka Kotahi

PROJECT INFORMATION SHEET

NORTHSLIPS DRAINAGE

LOCATION CLIENT

STATE HIGHWAY 1, MANGAMUKA GORGE
NZTA WAKA KOTAHI

DESCRIPTION OF WORKS

EMERGENCY WORKS (Prior To Contractor Confirmation)

Before the formal appointment of CLL as the construction contractor, emergency works were undertaken to stabilize the site and manage drainage. These works included:

- Installation of 12 cross road drains, all utilizing 800mm PE pipe, designed to act as a self-cleaning systems.
- Three of these drains featured a substantial run along the hillside of the road, requiring the installation of 8 manholes in total.
- All but one of these manholes were fitted with flumes to control water discharge.

CLL DRAINAGE & INFRASTRUCTURE EXPERTISE

Once the project progressed to the next stage, CLL's drainage teams executed extensive drainage improvements, including:

- Installation of 21 culverts, which were of the same 800mm PE pipe size as the cross road drains, ensuring consistent water flow management across the project.
- At two culvert locations, 1200mm PE pipe was used to facilitate fish passage, providing environmentally sustainable waterway connectivity.
- Implementation of swale drains in 10 locations to effectively divert water away from the piled walls, covering a total of approx. 2 lineal kilometre.
- Installation of 11 manholes, strategically placed where multiple bored drains were installed to improve site drainage and water management across the project.

KEY STRENGTHS

- Expertise in **critical slip rehabilitation** and geotechnical solutions.
- Advanced **drainage installation techniques** to improve long-term resilience.
- Commitment to **safety, environmental sustainability, and innovation**.
- Proven track record in delivering projects **on time and within budget**.



CLL
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PROJECT INFORMATION SHEET

RAWENE RESERVE LANDSLIP REPAIRS

LOCATION

BIRKENHEAD, AUCKLAND

CLIENT

DOWNER CONSTRUCTION

START & FINISH DATES

MAY 2020 - FEBRUARY 2021

VALUE

\$4.6M

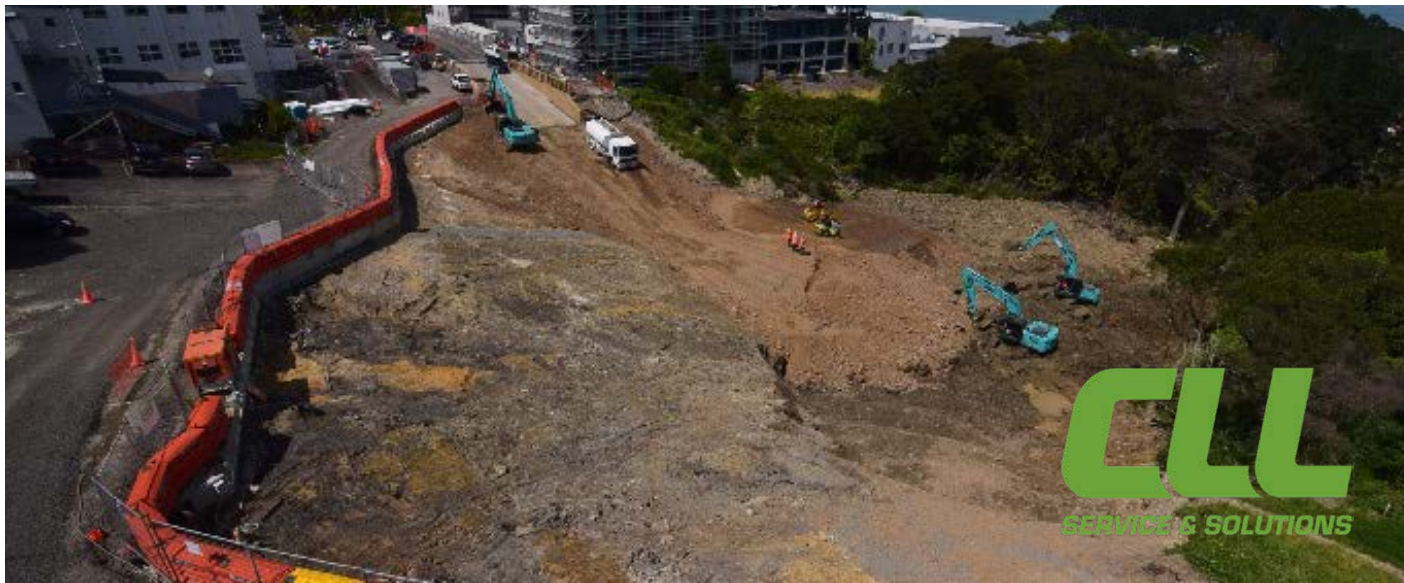
DESCRIPTION OF WORKS

Following a landslip at a Birkenhead car park in 2017, the main contractor faced urgent challenges in ensuring safe and efficient recovery operations. The landslip had damaged a sewer line, requiring immediate intervention to stabilise the area and restore functionality.

Our comprehensive approach included designing and installing temporary structures, constructing access points to the pipe location, installing timber poles with back-ties, conducting excavation work, and setting up temporary support for a trench measuring 4.5 meters deep and 2 meters wide.

As part of our scope, we also managed the backfilling process and safely removed back-ties and anchors.

The project encountered unique challenges related to slip debris, necessitating vigilant monitoring of temporary structures to ensure safety, retaining wall stability, and the well-being of personnel within the trench. Addressing concerns about ground stability, we proposed and implemented a revised plan that involved replacing a large excavation with a T&T-concept retained structure. This approach not only enhanced safety and stability but also accelerated the project time-line.



PROJECT INFORMATION SHEET

WAITAKERE ESTATE SLIP REPAIRS

LOCATION

573 SCENIC DRIVE, WAIATARUA, AUCKLAND

CLIENT

MCLARENS NZ

START & FINISH DATES

6 WEEKS IN 2021

VALUE

\$500K

DESCRIPTION OF WORKS

This client required immediate and effective slip repair solutions for the Waitakere Estate during the Covid Level 4 lock-down. The project needed a custom design solution to address site-specific challenges, ensuring stability and safety.

Utilising early contractor involvement, CLL provided design input and collaborated closely with the design team to develop a custom design solution. The project scope included temporary works, piling, a capping beam, shotcrete, a new reinforced concrete (RC) slab, as well as kerb and channel and edge protection.

The plant used for the project included EK60 and EK40 drill rigs, 21T and 20T excavators with drill gear, a Bobcat, an SKP80 concrete pump, a Hiab, and 4/6-wheeler delivery trucks. The project required coordination across multiple work fronts, and access was restricted in some areas due to lock-down measures.



PROJECT INFORMATION SHEET

WAIKOWHAI ROAD SLIP REPAIRS

LOCATION

WAIKOWHAI ROAD, MT ROSKILL, AUCKLAND

CLIENT

DOWNER CONSTRUCTION

DESCRIPTION OF WORKS

CLL was approached to devise a solution for a landslip beneath Waikowhai Road in Mount Roskill, which had led to a public closure. In response, our team constructed a no-fines concrete retaining structure, a design courtesy of Andy O'Sullivan Geotechnical Engineering. The structure was reinforced with soil nail tie backs as an alternative to large piles, a strategy that yielded the same level of robustness while minimising the need for personnel and equipment, thereby significantly reducing the overall project cost.

The soil nails, which were permanent, were embedded using a 14-tonne excavator fitted with a drill mast.

Our team manually assembled the no-fines retaining structure, an interlocking modular scaffolding frame system provided by United Scaffolding. This frame was subsequently filled with a blend of concrete stones and cement slurry, intentionally without sand. Once the mixture solidified, the frame was disassembled and a layer of shotcrete was applied.

The unique composition of the concrete slurry, devoid of sand, results in a porous mixture which not only offers robust structural support but also allows for water permeation. This innovative approach promotes drainage and ensures the longevity and durability of the structure.



PROJECT INFORMATION SHEET

ST MICHAELS AVENUE

LOCATION
CLIENT

ST MICHAELS AVENUE, POINT CHEVALIER
HAWKINS

DESCRIPTION OF WORKS

Auckland Council, through Hawkins Infrastructure, required slip stabilisation works at St Michaels Ave, Pt Chevalier. The project needed comprehensive solutions for drainage, pavements, retaining walls, ground anchors, and landscaping.

The overall works carried out by CLL included:

Drainage: Installation of storm-water pipework, manholes, catch pits, kerbs, channels, and the outlet structure to manage water flow and prevent future erosion.

Pavements and Surfacing: Laying of asphalt, construction of concrete footpaths, and installation of residential vehicle crossings and pram crossings to restore access and functionality.

Retaining Walls: Construction of retaining walls using 35 piles ranging from 750mm to 1000mm in diameter, along with capping beams. This also included the installation of 17 ground anchors, which involved drilling, grouting, and fitting galvanized steel plates and flange nuts to ensure structural integrity.

Ground Anchors: Installation of 17 ground anchors, including drilling holes, grouting, and the addition of galvanized steel plates and flange nuts for enhanced stability.

Hard and Soft Landscaping: Completion of all hard and soft landscaping as part of the reinstatement works, providing a cohesive and aesthetically pleasing finish to the site.



PROJECT INFORMATION SHEET

KARORI CRESCENT

LOCATION

22 KARORI CRESCENT, ORAKEI, AUCKLAND

CLIENT

CLEARWATER CONSTRUCTION

START & FINISH DATES

JULY 2022 - MAY 2023

VALUE

\$2.2M

DESCRIPTION OF WORKS

A waterfront residential plot in Orakei, Auckland required a robust and reliable retaining wall solution to secure the property for future development. The project presented several challenges, including difficult downhill access and complex entrance requirements.

CLL addressed this need by constructing piled retaining walls tailored to the specific requirements of the complex. We began by installing 57 reinforced concrete (RC) piles, with diameters ranging from 750mm to 900mm and depths of 6 to 12 meters. To further strengthen the structure, we erected 146 SED poles, standing between 1.2 to 1.5 meters high.

In addition to the pile and pole installation, our team executed the installation of a capping beam, and performed shotcrete and drainage works. Despite the challenging site conditions, our team efficiently ensured that all project objectives were achieved.



PROJECT INFORMATION SHEET

CRITICAL LANDSLIP PROJECTS

DESCRIPTION OF WORKS

308 STATE HIGHWAY 1, TE HANA | WELLSFORD | JOUBERT PILAT LTD | MARCH 2024 - APRIL 2024 | \$140K

KiwiRail faced a critical issue with soil slippage threatening the stability of their rail infrastructure and posing a significant risk to the safety and operational efficiency of the rail line. The solution required the construction of a robust retaining wall to stabilise the soil and protect the rail line from potential slip threats. CLL, in collaboration with JPL as a sub-contractor, designed and constructed a retaining structure for KiwiRail.

The project involved the installation of UC beams and timber lagging to create a 40m long retaining wall capable of withstanding the slip pressures. We installed 39 units of 250 Universal Columns (UCs) as the primary structural elements of the retaining wall, using a vibro-hammer on a 30t Excavator in conjunction with pre-drilling techniques for placement of the beams. Timber lagging (150x50) was installed between the UC beams.

215 SHAKESPEARE ROAD, AUCKLAND | BUFTON CONSTRUCTION | 3 MONTHS | \$730K

The client needed to stabilise a slip-prone area to ensure safety and prevent further rockfall or soil movement. To address this, CLL implemented a systematic approach involving the installation of fiber rod soil nails and rockfall mesh. This process included pre-drilling through overburden material, followed by installing casings into competent rock using a rotary hammer and the GEAX EK110 drill rig. The structure was then reinforced with cages and tremie-poured concrete. A significant challenge was ensuring the casings were securely anchored in competent rock to prevent the escape of compressed air, which would otherwise reduce hammer efficiency.

SENTINEL ROAD, HERNE BAY | LINDESAY CONSTRUCTION | 10 WEEKS | \$700K

The owner of this multi-million dollar property chose to repair a slip onto the beach as it came within the property line. Access to and from the site was only allowed via the sea, making the project logistically challenging. CLL executed the slip repair using a comprehensive marine-based approach. A 100-tonne and a 30-tonne barge, a tug, and two diggers were utilised to access the site. All necessary materials and equipment were loaded at Sandspit or the Viaduct Basin.

CLL efficiently removed the debris from the slip face into a bin, which was then loaded onto the barge to prevent beach contamination. The debris was transported to Viaduct Basin, craned off, and then trucked away. At least 8-9 trips were required with the 100-tonne barge fully loaded with slip debris. Additionally, a 6-meter crib wall destroyed in the slip was rebuilt from the bottom up, with all components delivered by barge. CLL backfilled the area with scoria using helicopter bags, bringing in approximately 120 one-cubic-meter bags of scoria via the water. This meticulous approach ensured the repair was thorough and environmentally sensitive, addressing both the structural and aesthetic needs of the property.



PROJECT INFORMATION SHEET

CRITICAL LANDSLIP PROJECTS

12 CLARENCE ROAD, NORTHCOTE, AUCKLAND | PRIVATE CLIENT | APRIL 2023 - OCTOBER 2023 | \$285K

Following Cyclone Gabrielle, the client's cliff-side property faced a severe threat of erosion due to significant bank slips and erosion on neighboring properties.

Our solution required meticulous surveys and extensive de-vegetation to prepare the site. 103 soil nails, each 4 meters in length, were then installed within 100mm diameter holes to reinforce the slope and prevent further erosion. Additionally, 228m² of Mac Mat R was applied to enhance stability across the terrain. A notable challenge was the limited driveway access, necessitating innovative solutions. Access to the site was achieved via the beach at the base of the property, where we utilised an A-frame drill rig during low tide to navigate the cliff face effectively. The successful execution of these measures garnered significant praise from the client for the performance of CLL and its subcontractors.

123 RANGATIRA ROAD, BEACH HAVEN | PRIVATE CLIENT | APRIL 2023 - DEC 2023 | 300K

After Cyclone Gabrielle, our team effectively addressed slope instability issues at a residential site in Beach Haven. Despite the challenge of restricted access via a narrow driveway, we efficiently removed 400m³ of slip material using three 6-wheeler trucks and two 14 t diggers and implemented structural solutions to mitigate further risks. We erected a timber palisade wall supported by 15 piles, established a drainage system, and backfilled the area with 400m³ of compacted cross concrete. To stabilise the 30° slope, we installed geoweb erosion matting filled with 150mm topsoil. We efficiently addressed all complexities, including the presence of watercare/sewage pipes and removal of asbestos.

8 TE AUTE RIDGE ROAD, BTHELLS, AUCKLAND | PRIVATE CLIENT | JULY 2023 - JANUARY 2024, \$190K

After Cyclone Gabrielle, a residential driveway located atop a ridge on a rural property that had suffered a slip beneath the road surface, resulting in a crescent crack in the pavement and posing a significant risk to the stability of the driveway and safety of the property.

The team at CMW Geosciences developed a comprehensive design plan, and CLL executed the solution, which involved installing 62 soil nails, each 9 m in length, arranged in a staggered pattern within a 1.5 by 1.5-meter grid for optimal strength. These soil nails were reinforced with a combination of GRP bars and galvanized accessories, securely placed within the drilled holes and using 30mpa grout. MacMat was applied over the area, reinforced with galvanized wire, to provide a durable layer for erosion protection.

A 14-ton excavator equipped with a drill mast was used with an A-frame drill rig for areas inaccessible to the excavator. To optimize resources and minimize costs, support anchors for the A-frame drill rig were strategically positioned, serving a dual purpose by securing the matting and cable work upon project completion. This eliminated the need for trenching, which could have further compromised the stability of the narrow ridge. Despite the strict deadline, the project was completed on time, ensuring the safety and stability of the residential driveway.



PROJECT INFORMATION SHEET

CRITICAL LANDSLIP PROJECTS

LOCATION

WAIKATO EXPRESSWAY, HUNTLY

CLIENT

FULTON HOGAN

HUNTLY BY-PASS, FULTON HOGAN

CLL was commissioned by Fulton Hogan to construct debris protection racks for the culverts in the Huntly section of the Waikato Expressway.

The project involved driving poles into the ground next to the culverts beneath the future motorway to safeguard them from falling debris, such as trees.

The process included drilling holes, placing timber poles, and concreting the section to create debris control screens.

Navigating site traffic and access posed challenges due to crowding with large machinery and isolation. Many of CLL's machinery shifts and concrete deliveries had to be coordinated around the downtime of other contractors. However, through planning and professional communication with concrete suppliers and other contractors, the project was completed smoothly, on time, and within budget.



NON-NEGOTIABLES



**NO LIFT IS TO BE DONE
WITHOUT A
LIFT PLAN IN PLACE**



**GEOTECH APPROVED
PILING PLATFORMS
MUST BE IN PLACE**



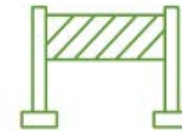
**NO MACHINE OR
VEHICLE MOVEMENT
WITHOUT A SPOTTER**



**NEVER LEAVE OPEN
HOLES UNCOVERED**



**DO NOT BREAK GROUND
UNTIL PERMIT TO DIG
HAS BEEN ISSUED**



**ISOLATE PILING ZONE
USING SIGNAGE AND
BARRIERS**



**NO CELL PHONE
USE WHILE DRIVING
OR OPERATING**

CORE VALUES



Integrity

We are straight forward and ethical.
We are astute and considerate.



Courage

We take personal responsibility.
We are confident in our ideals.



Selflessness

We put service and people first.
We respect and share
knowledge with each other.
We give others confidence
and promote growth.



Innovation

We are strive to think, feel and act -
rather than react.

We are innovative and
receptive to new ideas.



Respect

We have respect for ourselves,
each other, our clients,
the environment, and our
plant & equipment.

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