

Building Communities



Beyond the Front Gate

New cycleway ready for spring

A new cycle route has hit the Halswell streets – it might be time to dust off the bike now the weather’s warming up!

Work to construct stage two of the Quarryman’s Trail – a major cycle route connecting Halswell to the inner city – was recently completed, following over nine months of work.

Christchurch City Council contracted Fulton Hogan to construct the 3.8 kilometre-long route, which provides an off-road shared pathway for cyclists, pedestrians and other path users and extends along Sparks Road and Halswell Road, between Victors Road and Te Hāpua Halswell Centre.

The intersection of Sparks Road and Hendersons Road was also upgraded from a roundabout to traffic lights. Work there took approximately four months and included new water mains, traffic lights, ducting and surface reconstruction. Fulton Hogan Project Engineer Dan Squi traffic at this

intersection so they had to work outside peak traffic times and at weekends.

Crews were working in an area with a high water table, so they adapted their construction methods and backfilled material straight after excavation to ensure water did not enter the site.

“We were working into winter so we had to plan operations around the weather to make sure the water table didn’t affect the build,” said Squire. He said freshwater fish within the

two local streams were protected using a silt fence and filter socks, which prevented run off and dirt from entering the streams.

Fulton Hogan Environmental Advisors also carried out regular checks. “It’s great to see the whole job come together and have people out there using it already.”

Fulton Hogan Project Managers Steve Haining and Lynden Kees thanked the crews for their hard work and dedication.



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Statistics from the latest census show continual growth. 2.5% per annum year on year, placing immense pressure on housing. Housing demand just cannot keep up and this is creating 'Crunch time' for NZ's quarries as aggregate price soar.

The industry says successive governments are to blame for what is now "crunch time". Aggregate prices leapt recently, up more than 10 percent from 2016 to 2017, partly due to urban encroachment on quarries and rock having to be trucked from further away. The largest motorway project, Transmission Gully near Wellington, has been forced to reopen a disused quarry for fear lack of supply will compound delays - it needs about 200 Olympic swimming pools full of fill. "To prevent exhausting supplies around the lower North Island for other projects, the old Willowbank Quarry on State Highway 58 is being reopened to source much of these materials," the Transport Agency said. It's a question of planning - or the dire lack of it, according to Wayne Scott of industry group Minex.

"The country has plenty of rock, plenty of sand, but it's getting harder and harder to get access to it." The Government's new resource strategy closed recently for public submissions. It is being worked up in the shadow of looming huge demand from new taxi ways at Auckland Airport, the new Manawatu Gorge highway, Opotiki wharf, and roads for new suburbs and concrete for housing. Mr Scott recounts basic failings, such as there

being zero protection of key rock resources. "This country has never had a full inventory of aggregates - it's just taken for granted. And then there needs to be some direction from central government to local government around how they protect that. Successive governments have been loath to give too much direction."

The upshot was key aggregate sources were not zoned off to protect them, which was vital given urban sprawl. It was also unclear how the policy of no new mines on conservation land would apply to quarries, he said.

"Expand quarrying in the country because the demands not getting any less - or we're going to have to import it," Mr Scott said. Shipping was cheap, but only three ports could handle such rock, and truck journeys would jump, he said; plus there was the problem of where to get it, as Australia's aggregates were taken up by domestic demand, and in Asia, many sources had lax or non-existent environmental controls. Infrastructure Minister Shane Jones is a fan of fencing off crushable rock. "I think it's a perversity that we'll have to import aggregate when the country is riddled with it," Mr Jones said.

"I thoroughly agree with the guys out of the aggregate industry, unless the Resource Management Act specifically makes an allowance for the ongoing operation of quarries, we're going to have to perhaps change the system, where quarries have as much rights as a rare Saddleback, or we'll all be on bloody saddles again riding horses

because we won't have any roads." He would take the idea of a national rock inventory to the incoming Infrastructure Commission, he said, and address the roping off of usable resources to the Environment Minister David Parker who is overhauling the Resource Management Act. But just when something might come of that is in doubt. "I'm not going to promise we're going to do anything in a hurry. We're already overloaded with national policy statements. "And at the end of the day, there's a whole bunch of other things they're doing as well." Wayne Scott warned that councils which have recently been elected would have a lot on their plate, meeting changing obligations around water, urban development and biodiversity. Local Government New Zealand president Dave Cull said councils faced a "balancing act" between social, economic, and environmental trade-offs when it came to quarries. "On one hand, we've got limiting factors such as the government asking councils to increase housing development into some town belt areas, which stymies quarry growth, and of course you've got existing ratepayers who are concerned about living next to any new quarries," Mr Cull said. "On the other hand, contractors want quarry sites to be accessible and as close as possible to worksites, and councils want to enable access to aggregate, which is vital to the growth."

Image below: Manawatu Gorge NZ



The In's and Out's of sustainability



Fulton Hogan is very conscious of the environment and how they can build more sustainable communities.

Consequently, they have been working on a means of demonstrating Fulton Hogan's sustainability in a way that's more dynamic, engaging and educational showing "Broader

Outcomes" within the business. An evocative MP4-based dynamic rendering is viewable on the www.fultonhoganquarries.com website.

The In's and Out's are based around the four components of sustainability in the Fulton Hogan context – Recycle, Reduce,

Rethink, Research – and shows the various 'inputs' into each of these four 'driving' into a roundabout, before leaving the roundabout in their new, more sustainable guise.

See below the "Ins" and "Outs" of sustainability at Fulton Hogan:

IN

OUT

Recycling

Used canola oil
Plastic oil containers
Used vehicle oil
Old asphalt
Used rubber
Glass
Recycled aggregate



GreenFuels
PlastiPhalt®
Industrial fuel oil
Recycled asphalt
Rubberised asphalt (Aust)
Topcourse aggregate (ChCh)
Reduced emissions, product

Reducing

Solar
Low friction lubricants
Virgin polymers (asphalt)
ERoads data
Vehicle use training
Tree planting
Hybrid/electric vehicles
Site of the Future
Archimedes data management



Electricity
Reduced emissions
PlastiPhalt®
Reduced emissions
Reduced emissions
CO2 offsets
Reduced emissions
Reduced emissions
Efficient vehicle use

Rethinking

New emulsions
Dry aggregates
Digital Engineering
SCiD²®
Quality initiatives



Safer, 'greener' roads
Reduced emissions
Reduced waste
Customer innovations
Reduced re-work

Researching

Hydrogen Association
Roading surface research
Carbon use data



Hydrogen fuel
Safer, quieter roads
Carbon dashboard

Long jump pit donation for school

Banks Peninsula kids are leaping into athletics season and we're showing our support.

Fulton Hogan and our contractors came together to construct a new long jump pit for Duvauchelle School, donating machinery and materials to make the job happen.

The new long jump pit was revealed to the school on the first day back of term four, after it was completed during the school holidays – the school's old pit was in such a state of disrepair it wasn't able to be used, but the children made sure this all changed and gave it lots of use on the day.

Fulton Hogan Contract Manager Nathan Peter said our Banks Peninsula team has been neighbours with the school for over 25 years, so when they asked Fulton Hogan to restore their old long jump pit, of course they said yes.

The job was a team effort – Fulton Hogan supplied the sand from our Miners Road quarry, Banks Peninsula Transport delivered it while Peninsula Contracting and Kedzlie Contracting excavated and laid the sand.

"We're all proud to pitch in together to get a good job done for the community," said Peter.

Fulton Hogan Specialist Operator Nick Hunter spent the day building the boxing edge and levelling the sand to make sure it was ready for the big reveal.

"It was a good day's work knowing we were giving this to the kids."

Fulton Hogan also donated rakes, hi-vis vests and a construction book to the school, alongside a discussion on health and safety and how the pit was built.



Riccarton Road rebuild paving way for earlier completion

Our crews are working hard to reconstruct sections of Riccarton Road so Fulton Hogan can meet an earlier expected finishing date of August 2020.

The date was brought forward four months from December 2020, after the majority of the four-metre-deep sewer main was completed vastly ahead of schedule – approximately 85% of sewer has been completed so far. We are now rebuilding sections of Riccarton Road. The road between Picton Avenue and Harakeke Street has been reconstructed except for the final asphalt layer and between Division Street and west of Straven Road/Clarence Street intersection we are now reconstructing the road, expected to finish at the start of December.

Fulton Hogan Project Engineer Dan Squire said to do this, the road gets dug out about a metre deep using a milling machine and excavators. Crews then work during day and night to lay varying layers of aggregate and asphalt sourced from our Miners Road quarry.

"We've been working on one side of the road at a time so traffic can still remain two way," said Squire.

Footpaths and kerb and channel are also being replaced on parts of the road at the same time which will continue through to next year. All works will be halted over the Christmas period from the start of December to early January.

Crews will return early next year to dig out the remaining roading, adjust service lids, add line marking, and carry out additional streetscaping such as the tree-lined centre median. The completion of works at the two major Riccarton Road intersections at Matipo Street and at Clarence Street/Straven Road will also occur next year.

Fulton Hogan Stakeholder Engagement Coordinator Suzie Pottinger invites those interested in the project to attend our monthly drop-in sessions.

"Come along to get an update on our work. We're happy to discuss any queries!"

Contact Fulton Hogan on 0800 ROAD FH (0800 7623 34) between 8am and 5pm weekdays or email cant.info@fultonhogan.com with the subject 'Riccarton Road' if you would like to know more.