

Tony Gee News

"Our 'can do' ethos and high level of technical service continue" **2**

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Retirement beckons



Bridge across the Mersey



Irish wind debut

Tony Gee has made its first move into the Irish onshore wind farm construction market with the Leanamore project near Tarbert, County Kerry, in the Republic of Ireland.

An increasingly significant construction market, the wind farm sector clearly has emerging potential. The Irish government plans to produce 40% of all energy via renewables by 2020, growing onshore wind capacity by around 250 MW a year.

Tony Gee developed the structural design of the reinforced concrete gravity foundations, and acted as Scottish Southern Energy's (SSE) geotechnical consultants, as well as site technical advisors and overseeing the quality assurance aspects of foundation construction.

The nine turbine, 18 MW Leanamore Wind Farm is owned by SSE and is being constructed by Roadbridge. It is due to be fully commissioned in early 2018 and will produce energy to power 9,500 homes, whilst offsetting an anticipated 24,000 tonnes of CO2 each year.

Detailed design works for the £8m project began in February 2016. The Siemens Gamesa turbine components were erected and installed by Windhoist and pre-commissioning works are ongoing prior to energisation.

Putney progress



Tony Gee was involved in the enabling works at the Putney Embankment Foreshore site, part of developments at the west section of Thames Tideway.

Working with the BAM Nuttall, Morgan Sindall and Balfour Beatty Joint Venture, the team completed the concept and detailed design, plus independent checks of a temporary slipway required to maintain various facilities. The design included a pre-cast block gravity wall and bespoke interlocking pre-cast concrete surfacing panels.

Tony Gee also provided a temporary works design to facilitate the shaft and tunnelling works at the Carnwath Road Riverside main drive site. This included riverwall assessments and strengthening, acoustic shed, gantry crane supports and the tunnel boring machine installation supports. Other design included harbour crane slab, campshed and mooring facilities.

Building more bridges to prosperity in Africa



Tony Gee and Knights Brown have successfully completed their second Bridges to Prosperity project in Kiyumba, Rwanda.

The new 58-metre spam suspension footbridge will allow locals to access trade and other vital services

safely which had been made impossible due to the rainy season.

A team of 10 volunteers (five from each company) went to Kiyumba, a village located two hours east of Kigali, to build the bridge over a two week period in July.

COMMENT CORNER



Graham Nicholson
Executive Managing Director

Construction is all about making a difference, and it's not always easy to get it right. It means looking to the future as we design and build, and making decisions which will affect millions of people for 100 years or so. That's a big responsibility. In the UK, over 600 projects are mooted in the National Infrastructure Pipeline. That's a start at long-term planning even if the projects lack specific government commitment. It is important that as engineers we continue to make the case for infrastructure investment to help ensure future generations have a better, more efficient, safer and more connected world in which to live. Delaying decisions is wrong in the long term. We have to design and build responsibly too which is why Tony Gee has a Sustainability in Design Group to help everyone make the best decisions, sharing best practice and doing things differently.

"I leave the business in the hands of an extremely capable team which will continue to do great things"

As you will read elsewhere it is now time for me to hand over my role at Tony Gee and for others to drive our business forward.

I started my career outdoors, in construction, until I felt the need to influence design and moved to consultancy, a somewhat more indoors job! Now I'm looking forward to spending more time outside again in retirement.

I leave the business in the hands of an extremely capable team which I know, under Chris Young's leadership, will continue to do great things and I'm sure make people's lives better.

Network Rail



Rooftop recognition

Works are now complete on the new Abbey Wood station which has already won recognition at the Offsite Awards 2017.

Appointed by Balfour Beatty Rail at GRIP 4 stage, Tony Gee completed the structural design of the main station building and platforms. The roof was constructed using glulam beams and received critical acclaim ahead of the station reopening, winning the 'Best Use of Timber Technology.'

Tony Gee carried out the outline design and checked the sub-contractors detailed design and erection methodology.

The station forms part of the south-east section of Crossrail which extends from the tunnel portal at Plumstead to Abbey Wood.

Following the initial works, Tony Gee developed

the GRIP 5 design for the station, platforms and interim station. The work had to meet compressed construction deadlines to mitigate the effects of a fundamental scheme change after completion of the initial GRIP 4 design.

Tony Gee also provided design and checking services for civil and geotechnical disciplines, including an independent check of the entire earthworks. The ground conditions were extremely challenging, being up to 8m of very soft alluvium with peat layers and a high water table. The substructure was designed to span over designated service corridors to accommodate numerous existing services, some of which could not be diverted. The station serves the North Kent and Elizabeth lines and is due to open for Crossrail services in December 2018.

Abbey Wood in numbers...



The total construction contract for the Abbey Wood station is valued at £34 million



Crossrail is Europe's largest construction project, costing £14.8bn. The station forms part of the south east section from Plumstead to Abbey Wood



The ground conditions for the project were extremely challenging - up to 8m of very soft alluvium with peat layers and a high water table



The station project has taken five years of design and has met three partial completion dates. It includes new ticket hall and concourse and allows step free access to trains



The complex geometry of the glulam roof resulted in multiple member types and 43 different types of connections over a plan area of 1570m²

A consistent ethos as management evolves

Since Tony Gee became an LLP in 2005 it has been led by Graham Nicholson. It has transformed significantly, growing from around 150 staff to now nearly 500.

While the management structure and business practices have evolved, the emphasis has always been on a 'can do' culture and high levels of technical service. That ethos will continue

under the new leadership of Chris Young and the Executive Board, with no change in the company structure.

Chris has worked for Tony Gee for 23 years and has been an integral part of the management team since becoming a Director in 2006. He looks forward to continuing the fantastic development of the business for many years to come, further enhancing the

reputation Tony Gee has built up in the industry under Graham.

Chris originally opened the Stonehouse office in Gloucestershire in 2005 developing this from a team of two to the current 45 with an excellent reputation in the rail sector and beyond. Robert Allen will take over as to Regional Director in Stonehouse and, together with Jon Powell, will be responsible for the continued growth and diversification of the Stonehouse office.



A fond farewell...

Tony Gee's Executive Managing Director, Graham Nicholson, is to retire, handing over the reins to Chris Young from January 1 2018, before ceasing day-to-day duties at the end of March.

Graham joined the company in November 1982 as a Graduate Engineer after a spell at RDL Contracting. During a 35-year career in consulting he ultimately came to lead the firm through a period of sustained growth and corporate change. A Partner since 1991, Graham assumed his leadership role after the premature death of Chairman Frank Rowley in 2003.

As part of a strategic plan to ensure the business remained in the ownership of those who worked for it, in 2005 Tony Gee became a Limited Liability Partnership and Graham was the unanimous choice of the

original Partners to lead the team on its new and exciting journey. Under his leadership the company has grown to nearly 500 staff in the UK, UAE, Malaysia and Hong Kong.



Fellow Executive Board member David Barnes will also be retiring at the end of the year. David joined the company in December 1993 and has been a Board member since 2006. Originally employed for his structural engineering knowledge, David switched disciplines and in 2014 became Head of Rail, a role he is handing over to Tony Westlake.

Tony Gee is extremely appreciative of the contributions made to the development of the business by Graham and David. We hope they enjoy their new lives ahead, free from the responsibilities of directing an organisation that has prospered so well thanks to their efforts over many years.



CABLE CARE: TONY GEE HAS BEEN INVOLVED IN THE CONSTRUCTION OF THE **£1.35BN** QUEENSFERRY CROSSING



Progress in Doha

Construction work has continued at a fast pace on the US\$583m Sheik Jaber Al Ahmad Al Sabah Causeway Project (Doha Link) in Kuwait.

Tony Gee is the lead designer for the scheme, with the Hong Kong office taking the lead but actively supported by those in the UAE, Esher and Ashford.

Design works are substantially complete on this major highway link across Sulaibikhat Bay, and Korean contractor GS Engineering and

Construction has made considerable progress.

Two thirds of the 7.7km marine viaduct deck spans have been cast and over half have been positioned using the full span launching method.

Over 90% of the 5km Doha Peninsula Road embankments have been built and the onshore bridge construction is progressing well.

The total length of the Doha Link is 12.4km, with three traffic lanes (plus emergency lane) in each direction.

IN BRIEF



• DOVER SEA WALL SUCCESS

Dover Sea Wall was crowned Best Infrastructure Project at this year's ICE South East England Engineering Excellence Awards.

Tony Gee, Network Rail and Costain were announced as winners at an award ceremony where the project was also highly commended for the Brassey Award, which honours Engineering Excellence in the Kent and Sussex area. Tony Gee designed the emergency remedial works to repair the Dover to Folkestone railway.

Tony Gee's Ashford Regional Director, Justin Ryan, said: "Winning this shows the strength and depth of Tony Gee and reflects our responsiveness and flexibility, bringing a number of our teams together to start as quickly as possible."

• ROYAL WELCOME

Tony Gee's team welcomed the arrival of the HMS Queen Elizabeth to the refurbished Princess Royal Jetty, in Portsmouth. The £3bn aircraft carrier berthed at its home port last month at a ceremony attended by thousands. The ship will be based in Portsmouth for its lifespan and Tony Gee was engaged by VolkerStevin to provide temporary works design services. A partial replacement and life extending works were made to the Princess Royal Jetty to accommodate the 280m, 65,000 tonne warship, the largest ever built in the UK. Tony Gee assessed the stability of existing structures and design, and checked falsework and access solutions as well as providing technical advice to ensure safe renovation of the infrastructure.



IN BRIEF

• ECO RECOGNITION

The modernisation of Bath Spa Station has been recognised by the Green Apple Awards for Environmental Best Practice. Teams from Tony Gee and Hochtief were awarded a Silver Green Apple Award for their involvement in the upgrades to the Great Western main line and sympathetic modernisation of the English Heritage listed station building. Tony Gee's design was both economic and didn't impact rail operations.

Expanded polystyrene block faced with attached cladding was used to create a brick built riser wall ensuring a 54% reduction in embodied carbon compared to traditional methods.



• WIND IN WALES

Tony Gee has been working on the Brechfa Forest West Wind Farm in Wales, where 28 wind turbines with an overall capacity of 57.4MW are currently being installed. The team, working on behalf of Farrans Construction, had structural and geotechnical design roles during the turbine construction project; and supported the development of a new 132kV substation with control building and external electrical equipment structures. As part of Innogy's commitment to improved community access to the forest, Tony Gee designed and constructed two new bridge crossings for horse riders and walkers. Once fully operational the wind farm will meet the needs of around 38,800 households annually.

• NEW DUBAI OFFICE

Tony Gee has opened a new office and completed the necessary registration processes. This office will help meet the demands of clients in Dubai specifically, whilst complementing existing services in Abu Dhabi.



Merseylink Gateway

Tony Gee has assisted in the design and checking of the new cable-stayed Mersey Gateway Bridge.

The Mersey Gateway project comprises a new 9.2km road project to provide a new crossing over the River Mersey, to link the main motorway networks in the north west of England. The new bridge brings a variety of benefits to the area including a reduction of traffic congestion and maintenance delays, which will subsequently reduce carbon emissions in the area.

Employed by the Merseylink Civil Contractors

Joint Venture (MCCJV), Tony Gee's role included the design and checking of various aspects of temporary works. Specific works included checks on the temporary access bridge to the pylon cofferdams, design of the pylon tower crane foundations and design of excavation supports adjacent to railway embankments.

The bridge officially opened just after midnight on October 14 followed by a firework display on the bridge. The ceremony was attended by representatives of Halton Borough Council, MCCJV and the local public.



Transpennine upgrade

Network Rail has awarded contracts to two Alliances for rail enhancements on the Transpennine route between York and Manchester.

The upgrade aims to deliver faster, longer, more frequent and more reliable services across the north of England, from Newcastle, Hull and York towards Manchester and Liverpool via Leeds.

The Transpire Alliance between Network Rail, BAM

Nuttall, Amey and Arup has been awarded a contract to design infrastructure options for the route.

Tony Gee's Permanent Way and civil engineering teams have been involved from the start and the potential infrastructure options for the proposed upgrade will be submitted to the Department for Transport for consideration this month (December).

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