



M1/Westlink ahead of schedule!

One of the biggest ongoing projects in Northern Ireland at the moment is the M1/Westlink and M2 Improvement Scheme. Scott Wilson was commissioned to assist Roads Service in the development and management of this significant £130m DBFO project, the first of this type in Northern Ireland.

This innovative procurement method and the technical design issues involved have presented significant challenges for our team. On the Westlink through Belfast, the focus of congestion was the Broadway Roundabout, complete with an enormous electricity pylon.

It was also a little known secret that Clowney Water met Blackstaff River bang in the middle of the Province's most congested roundabout. The solution has been a long and costly diversion of the rivers and locating electricity cables underground which have ultimately enhanced the character of the whole area.

In developing the scheme we have focused on the aesthetic treatment of the boundaries along the Westlink Corridor using quality brick walls, sandstone copings and bespoke railings. This raises the standard of the principle entry corridor into Belfast reflecting the rejuvenation of the City and creating a sense of pride. Attention to detail is everywhere; a new footbridge is cradled in the two elegantly curved supports, while parapets have been crafted by a local artist to reflect the proud industrial history of Belfast.

Roy Spiers, Project Sponsor for Roads Service, is delighted with the progress: "That the project has gone so well is a credit to the whole project team. The project is 6 months ahead of schedule and already the travelling public can see the benefits the completed scheme will bring".

Part of the scheme was opened late last year and the next big milestone will be the opening of the Broadway underpass this Autumn, with overall completion planned for 2009.



What a Site!



How many times have you driven past a construction site and commented "I didn't know they designed that" when you see the site boards on display? Whilst site boards are visible to the public, it is more important that our clients associate Scott Wilson with the type of projects they might be interested in. Site Boards are a simple and effective way of promoting us and should be erected on all sites that we have an involvement in.

Site Boards are traditionally available in two sizes, 4ft x 1ft or 8ft x 2ft and are normally fixed to a site sign erected by the contractor, along with boards from other consultants. The design of our site boards is likely to change later in the year so for the time being only a small stock of boards is held by the Marketing Section, but additional boards can be ordered with a two to three week lead-in.

On large sites it is becoming more common to have bespoke site signs designed to include a graphic of the project along with logos of the various designers and contractors involved in the scheme. The Marketing Section can provide guidance on the design and production of such boards or can provide digital copies of the SW logo suitable for printing at large scales.

On large road projects it can often be possible, with the client's approval, to erect Scott Wilson reflective road-signs along the route of the scheme. These are obviously the most expensive option, but the most obvious. To order site boards or get any more advice on their use, you should contact Karen Miller, Lisa Turnbull or Karen McGrattan.

Hat Trick in RICS Awards!

Three of our schemes have been successful in gaining RICS awards in the regional competitions, resulting in 19 awards in total so far for our Division in 2008!

White Star House

White Star House has gained a Commendation in the Regeneration category of the RICS Northern Ireland Awards. The building sits within the 185 acre site known as Titanic Quarter in Belfast, which is planned to be the largest waterfront regeneration project in Europe, with an estimated value of £1 billion. Scott Wilson has successfully regenerated a polluted and run down site to create the bold & innovative office building, the design of which is rich in shipping themes in recognition of this historic site.



Eden Court Theatre & Cinemas

Eden Court Theatre was badly in need of upgrading and renewal as it played an important role in both the local and wider community. The new and improved facility now houses a 250-seat theatre, 2 No 100-seat cinemas, a number of rehearsal studios and a three-storey dressing room block.

These enhancements have brought the building in line with modern legislation and can now cater for a broader range of cultural and conference events. The building has won the RICS Scottish Community Benefit Award with judges commenting "Despite the success of the project in terms of building conservation and sustainability, its greatest contribution was toward benefiting the wider community".



Stranmillis Orchard Building

Stranmillis University College is located within a scenic 18 hectare woodland site rich in wildlife. The latest development on the site, The Orchard, houses Art & Design, Health & Leisure, Technology & Design and PE Department. Scott Wilson and Stranmillis College are both committed to a sustainable agenda and were keen to include as many sustainable features as possible. The project has successfully won the Sustainability category in the RICS Northern Ireland assessment for producing an exemplar model, demonstrating that educational facilities can be both sustainable and aesthetic.

Both Eden Court and The Orchard have been placed on the RICS National Awards shortlist and winners will be announced in October.



Graduates build bridges with P5 pupils!

As part of their graduate development Berty Salmi, Shane Bermingham and James Tunnicliffe went off to inspire a class of P5 children at Broughton Primary to become Civil Engineers. Some people may be asking "how will they manage that?". The answer is the time honoured Engineering fashion - build small bridges out of paper and other random materials and then load them up to failure!

This initiative is part of the ICE Bridges to School programme and was first undertaken by the Edinburgh Office last year. It was so popular that the school was more than happy to have us back both this year and next.

As part of the P5 syllabus, the children learn about bridges and on occasion they know more than the Engineers!

For example, the Engineers from last year were shocked to find out that a 10 year old girl knew more about prehistoric clapper bridges than them!

Berty delivered a brief presentation about 'what Civil Engineering is', while James described various types of bridge (including the clapper bridge, but the graduates were ready for the kids this time!). Shane took the kids through their bridge building task before they were all tested.

As you can see from the photos the children got into the spirit of the event and had their Scott Wilson hi-vis vests and hard hats on. The final outcome of the afternoon was that our graduates and the P5 pupils had fun and learnt a bit more about what it is to be an Engineer!



M8 Harthill Footbridge

Following our appointment by the Scottish Ministers as Engineer for the D&B of an iconic "helical truss" footbridge over the M8 Motorway between Glasgow and Edinburgh nearly 2 years ago, the project is now 6 weeks into construction of a 203 day contract.

The first stage in the site works was the treatment of a disused Ironstone mineshaft dating from the 1870's. After successfully grouting the mineshaft, work has begun on the construction of an RC capping slab at the rock-head 7.0m deep. At 7.0m depth to rock-head, Raynesway's Temporary Works adopted 68 LX16 sheet piles and Groundforce shoring frames. This



photograph, taken on 13th June 2008, shows preparations being made for the third and final level of frames. Excavations were hampered by twin fibre-optic cables, heavy ingress of water and the 1870's equivalent of Irn Bru cans. Collectors' pieces of ironstone are available. The fabrication of the super-structure, is shown in the photograph below. With the project running to



programme (so far!) the new bridge is expected to be ready for use by early November. If you're thinking of using the M8 between Glasgow and Edinburgh on the night of 4 October, then think again. It will be closed whilst Europe's largest mobile crane, a Gottwald AK680 (1200T), erects the new bridge to straddle the M8 in a single span with an overall length of 88m.

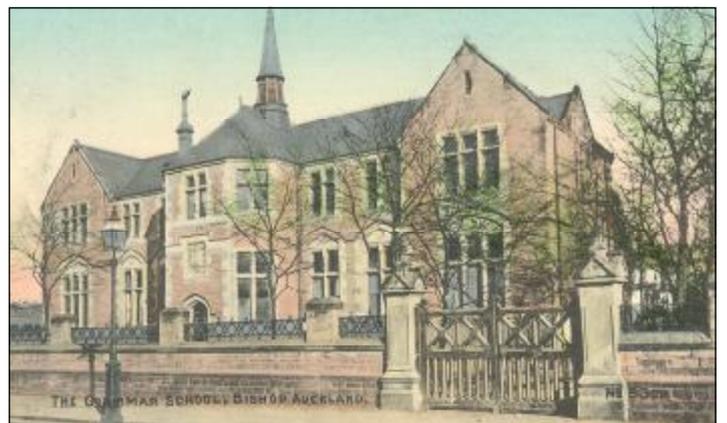
The Laurel Building Refurbishment

As trustee for the King James School Foundation, Durham County Council commissioned Scott Wilson to oversee plans for repairing and restoring the old King James I School in Bishop Auckland, which had been damaged by fire in March 2007. This Grade II listed building was constructed in 1861 with the addition of a stone façade and spire in 1897. The building was declared surplus to requirements and has been empty since 2000.

We have proposed to undertake this work in two phases, the first of which will ensure the building is made clean, safe, weatherproof and secure so that surveyors and prospective buyers may safely enter and examine it (when this phase is complete we plan to hold a public open day for the community).

In the second phase we will assess the damage and estimate the cost of reinstating the building to its previous condition. This cost can be claimed back from the building's insurers and will be put toward rehabilitating the building for any appropriate use. The principal restoration work required by the conservation authority is reconstruction of the roof and the spire which crowned it, the design of which will need to be recreated entirely from old photos.

Mark McIntosh of the Middlesbrough office is overseeing work on the site, and will direct architectural work for the building evaluation and cost assessment. Brian Archer of the Newcastle office is overseeing project management and CDM, while Carolyn Dougherty is responsible for contractual issues. Everyone is working together to ensure the best use for the building is established.



M8/N8 Cullahill to Cashel

Scott Wilson is working on the M8/N8 Cullahill to Cashel road scheme in a joint venture with Irish consultant, Malone O'Regan (MORSW). MORSW have taken the scheme, involving 40 km of two lane motorway on the Dublin to Cork route, from inception through the route assessment stage, prepared the EIA and took part in the public enquiry.

The award of the main contract in 2006 was to a joint venture of Irish contractors Roadbridge and Sisk (SRB) with a construction contract of approximately €200m.

The MORSW site team has 11 members headed by Susan Briggs with Hamish Bennett as Project Managers Site Representative and Peter Lucas as Supervisor under the contract. Client Kilkenny County Council also has one permanent member of staff on site to liaise with the 210 affected landowners.

The route traverses fairly flat agricultural land with poor drainage and peat bogs at several locations. It crosses numerous small rivers which provide spawning beds for salmon and mitigation for badgers, otters, crayfish, bats and sand martins has been required.

We have overseen an archaeological resolution contract which was originally scheduled to take 20 weeks but continued for 66 weeks due to the discovery of a significant early Christian site near the centre of the scheme.

There are 45 overbridges, underbridges and underpasses on the project. Structures are conventional reinforced concrete, in most cases using precast beams for deck construction. Short span river bridges and underpasses utilise cast in-situ decks. Overbridges have a central pier and reinforced concrete bankseats which are integral with the deck.

We have been very impressed by SRB's professional approach and 'can do' attitude to the technical, environmental and contractual challenges of the scheme.

The joint venture between the contractors has produced innovative solutions and they have shown adaptability in dealing with delays caused by archaeology and difficult landowners. We are currently expecting the works to be complete by the end of 2008, some 7 months early.

Some relevant statistics regarding the scheme are;

- Total earthworks cut – 4.3 million m³
- Total earthworks fill – 3.0 million m³
- Total length of piped drainage – 82.5km
- Total length of ditches – 25km
- Total CBM quantity – 700,000 tonnes
- Total blacktop quantity – 500,000 tonnes
- Total amount of structural concrete - 20,500 m³
- Total number of shrubs and trees - 1 million



Beechill Bulls Rugby Team!

The Scott Wilson Beechill Bulls, a Tag rugby team incorporating Belfast staff entered the annual IRFU Budweiser Tag rugby League held every Wednesday evening. So far the team has performed remarkably well having been pulled together two weeks before the competition and is currently lying second in the Mixed social league, having played 6 matches from a total of 9.

This week the Bulls played the Energia Killerwatts in a very closely contested match, the final score being a 19-19 draw. The team is hoping to restore their past winning form in their next match against The Tropics.

The Bulls will be competing in the forthcoming IRFU Tag Rugby Festival held at Bangor RFC and the Action Cancer Tag Rugby competition at Belfast Harlequins in July. Support for the team would be welcomed at any of these events. For further details contact Jonathan Bradshaw (Captain) or Karol McCusker (Vice – Captain).



Royal Visit to Rothesay

On the 4th June His Royal Highness Prince Charles, Duke of Rothesay, and the Duchess of Rothesay made a welcomed trip to the Isle of Bute to Rothesay Harbour which is currently undergoing redevelopment.

The project, which is being supervised by Stuart McTavish and Imuzeze Adebo, comprises an £8m redevelopment of the ferry terminal, to accommodate new, larger ferry vessels recently introduced on the island's principal ferry service between Wemyss Bay and Rothesay. The scheme also includes a £2m development to provide a transit marina for visiting yachts in the Inner Harbour.

Central to the ferry terminal project are a new linkspan bridge providing vehicle access to the ferry, a pedestrian access gangway, new fendering on the berth and enlargement of the vehicle marshalling area. There were also significant safety advantages in diverting pedestrians between the town and the ferry terminal away from the vehicle traffic, which will be achieved via a new pedestrian lifting bridge across the entrance to the Inner Harbour.

To create sufficient depth for the marina, the Inner Harbour has to be dredged down to 2m below Chart Datum (lowest tide level) which is significantly below the foundations of the existing masonry walls of the 19th Century harbour.



To support these walls, low level sheet piling has been driven in front of the wall toe and tied back with ground anchors. When complete in early autumn, the Inner harbour will provide 36 additional berths for yachts moored to floating pontoons, held in position by tubular guide piles.

Our Project Manager Robert Clegg was pleased to meet the Duke and Duchess, who viewed the works from a vantage point beside the Inner Harbour. Display boards showed the layout of the new works and photographs of the new linkspan and passenger gangway helped to illustrate the scope of the project.

Unfortunately for the royal couple, they arrived and departed from the island by helicopter, meaning they did not have the opportunity to use the new ferry service that we have helped to deliver.

Eastbourne City Academy

The Middlesbrough office has been commissioned as Technical Advisor & Client Representative for Design and Construction of the £14m Eastbourne City Academy. The project will be carried out under its existing Framework with

Darlington Borough Council to support the Diocese of Durham Board of Education for the Church of England. Full Multi Disciplinary services are being provided by us including Architecture, Civil & Structural Engineering and M&E Building Services.



Inverness Trunk Link Road Public Exhibition

Our project team recently took part in a public exhibition on proposals for the Inverness Trunk Link Road. The scheme involves linking the A96 to the east of the city with the A82 to the west and will effectively form a ring road round the south of Inverness. The exhibition provided details of the overall proposals, but focused on obtaining public feedback on two alternative solutions in the Inshes area.

Ryan Hutchison, Project Manager for the scheme, commented "The city has grown at a phenomenal rate in the past 30 years and the road infrastructure hasn't kept up with the population growth and development. There is a need to upgrade the current infrastructure both to tackle current congestion and to support continued and future expansion of Inverness."

The proposals at the exhibition include 'option one' which would see the road join the Southern Distributor Road west of the Inshes Roundabout, requiring the relocation of a major Tesco store. 'Option two' would join the Southern Distributor Road at the Dellness Roundabout and would require the relocation of the Inshes Church of Scotland.

Zoe McLelland, Karl Dorman and Ryan Hutchison were on hand to explain the route options to the public alongside Highland Council staff at the exhibition which was held over two days. More than 300 members of the public attended the exhibition. The Council commented that it was important to hear the views of the public at the event so their comments could be taken on board when a recommendation is delivered in the autumn.

The estimated cost of the road, which is the central element of Inverness's transport master plan, is over £120m excluding land and compensation costs. It would be one of the largest engineering projects seen in Inverness and the Highlands for some years. When complete it will ease congestion in the city centre and support future major development both in the city and along the planned A96 Growth Corridor.

Ardara Official Opening

Ardara Sewerage Scheme in Donegal was officially opened this month. We were commissioned by Donegal County Council to design, prepare contract documents for and site supervise a sewerage system and treatment works for the town of Ardara.

Ardara is a tourist destination at the head of Loughros Bay with a population of 2350. The old sewerage scheme that served the town was in need of upgrading to meet EU Directives so a new Sewerage Treatment Works was provided.

The scheme involved three new pumping stations and the laying of 9km of pipelines to deliver sewage to a new and improved treatment works on the shore of Loughros Mor Bay.

The final effluent is discharged via a 1km long outfall after undergoing an extended aeration process.

The works are located in a scenic area, therefore they have been specifically designed, together with landscaping features to mitigate the visual impact on the surrounding landscape.



RIAI Awards!

We have been successful in this year's Royal Institute of the Architects of Ireland Awards.

Lough Key Visitor Centre has won a 'Commendation' in the Accessibility Category and has been Selected for Exhibition.

Stranmillis Orchard Building gained the 'Highly Commended Award' within the Sustainable category.

Teamwork leads to success at Ballinluig



Scott Wilson has been involved in the strategy to improve the A9 from Perth to Inverness at Ballinluig since plans commenced and was present at the official opening by Transport Minister John Swinney on 26th May.

The A9 is one of the most scenic drives in the UK, providing a gateway to the Highlands and serving many local communities with a large mix of traffic uses. This mixture of local, strategic, tourist and agricultural vehicles has defined the character of the route, but has also led to areas of conflict.

We have been involved in the developments to improve road safety at an accident black spot by removing the need for motorists to cross the A9 to enter Ballinluig.

The scheme involved the construction of the grade separated junction south of Ballinluig, two slip roads connecting the A9 to the A827 to Aberfeldy, two rail bridges crossing the Perth to Inverness railway line and a new roundabout on the A827. In addition some 600m of existing A9 carriageway was replaced by upgrading to dual carriageway and improvements were made to the drainage network.

Pedestrian paths and cycle ways have been improved along the route with special attention given to the landscape and environmental sensitivities of the area, particularly habitats created as a result of the confluence of the River Tay and Tummel.

Ainslie McLaughlin, Director of Transport Scotland, said "The success of the event was due to the full participation and unstinting efforts of all your staff for which the Minister and I are very grateful. Please convey our thanks to all your diligent and hardworking staff".

Mr Swinney said "The Ballinluig community has been waiting a long time for this junction and it is great to see it completed. Anyone who has ever driven the road will know how vital this new fly-over is. This £15 million investment will make a significant contribution to improving road safety on the A9, whilst easing traffic flow for local communities and visitors alike".

David Taylor, Scott Wilson's Project Manager said, "The success of this project is down to the teamwork, enthusiasm and interaction of all parties at all levels. In addition it demonstrates the positive relationships between offices in our Division with Newcastle, Glasgow and Edinburgh contributing".



STAFF NEWS

New Starts

We have had many new starts across the company since the beginning of April.

Glasgow

David Webster - Technical Director
 Michael Crickett - Principal Structural Engineer
 Lee Stewart - Structural Engineer
 Damian Adamson - Geotechnical Engineer
 Katerina Braun - Engineering Geologist
 Ross Turnbull - Assistant Engineer
 Alexander Friend - Senior Technician
 Pankaj Saini - Senior Assistant Engineer

Edinburgh

Rachel Dougherty - Senior Engineer

Belfast Offices

Clare Gilleece - Graduate Civil Engineer
 Mark Gould - Graduate Civil Engineer
 Chris Stafford - Graduate Civil Engineer
 John Emerson - Storeperson
 Mark Hamilton - Digital Media Artist
 Sara Pearson - Architectural Assistant
 John Sedgwick - Senior Architectural Technician
 John Donnelly - Quantity Surveying Student
 Gary Neill - Civil Engineering Student
 Andrew Sproule - Civil Engineering Student
 Ken Milligan - CDM Coordinator
 George Buchanan - Senior Engineer

Dublin

Phillip Cummins - Chartered Landscape Architect
 Stephen Groome - Landscape Architecture Student
 Niamh Rabbitt - Environmental / Sustainability Engineer

Newcastle

Chris Grey - Principal Engineer
 Rebecca Thompson - Senior Assistant Engineer

Middlesbrough

Laura Hill - Junior Architectural Technician

Harthill Site Office

Karen Gibson - Office Administrator

Also a warm welcome to the 23 summer students who have joined us!

Congratulations!



Congratulations to [Claire Brennan](#) from the Beechill House office, who got married to Ryan Colton on 1st May 2008.

The newly married couple spent their honeymoon relaxing in the Maldives before heading to Dubai.



Well done to [Lyndsay Caldwell](#), HR Officer, who has passed her Certificate in Personnel & Development



[Marc McIlveen](#) is the proud father of a new baby boy! Baby Lucas was born on 7th May weighing 10lb 3oz.

Welcome Home!



We would like to welcome home the four volunteers from our Division who spent the month of May in Mozambique building a school for 200 children in Tofo. Richard Kilner (Newcastle), Pertrina Rowcroft (Edinburgh), David Lynch (Glasgow) and Keith Fulton (Belfast) all took part in the first phase of the build and after 4 weeks of manual labour successfully exceeded their target in getting the structure well above ground level.

Well done for all your hard work!

