

Partner Appointments

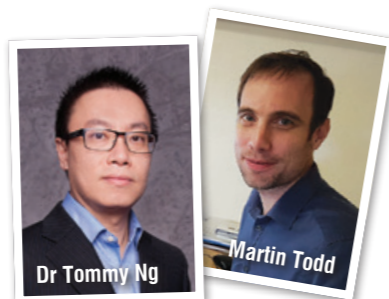
Dr Tommy Ng and Martin Todd have joined HBPW's management team as Partners.

Rapid expansion has prompted the need for not only additional engineering and admin staff, but a broader management team to co-ordinate and implement strategy.

A graduate of Sunderland University, Tommy joined the company in 2012. He was awarded a research scholarship from Napier University in Edinburgh for the study of Backfilled Masonry Arch Bridges, obtaining his PhD degree in 1999. Thereafter, a five-year spell in Malaysia was followed by his return to the UK.

In Malaysia he was involved in a number of high profile engineering projects including the Sungai Prai cable-stayed bridge and the Putrajaya Monorail Light Rail Transit, presenting proposals for similar Monorail LRT schemes to the Transport Authorities of Dubai, Tehran, and South Korea. Tommy has core expertise in the design of bridges.

Martin Todd graduated with an MEng (Hons) in Civil & Structural Engineering from the University of Sheffield, spending several years with Structural Engineering Practice Aspen Burrow Crocker and the Sheffield office of Capita Symonds, before joining HBPW in 2013.



Dr Tommy Ng

Martin Todd

He has specialist knowledge of high-rise residential and commercial properties including hotels and student accommodation, and spent nearly two years as Resident Engineer during the construction phase of Robin Hood Doncaster Sheffield Airport. He has also worked on large infrastructure schemes such as the Renewable Fuels Terminal at Immingham and Liverpool and the Yorkshire Water Knostrop Sewage treatment works upgrade.

When The Going Gets Tuffnells!

HBPW has been helping one of the largest independently owned British parcel delivery companies to meet increasing demand at one of its northern depots.

Tuffnells Parcels Express specialises in coping with increasing demand for next day business to business delivery across the UK.

But demand for its own services has been so high in one part

of the country, that a new 500m2 extension has had to be built onto its distribution centre at Haydock in St Helens, Merseyside.

Partner, Emyr Parry, said: "Tuffnells has more than 700 vehicles operating out of some 30 strategically based depots across the UK and Ireland, so this is a substantial operation.

"Demand has been particularly high at the Haydock depot which is surrounded by motorways.

"We were asked to create an extension to the existing warehouse featuring dock levellers, which enable vehicles of differing

sizes to quickly load, hard standing areas and underground drainage," said Emyr.

However, completion of the parcel sorting facility was not without its challenges.

"The ground in the area was considered to be 'made ground' which meant it could have been made up of any range of unsuitable materials and potentially unable to support the weight of the building. We had to be sure that it was capable of taking the new structure's weight and carried out our own ground investigations."

HBPW Geotechnics eventually gave the all clear. Production capacity at Haydock has now massively improved.

Client: Tuffnells Parcels Express
Contractor: HB Projects



The new extension at Tuffnells, Haydock

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unless they are permanent prophets of doom.

The whole 'downturn' debate seems to have been pedalled for months and yet I am not seeing that picture at the coalface. We are busy, our suppliers are busy and our clients are busy so who is championing this 'downturn debate', certainly not me!

There is that old adage, 'be careful what you wish for'. In the past the media seemed Hell bent on a property crash, even when there wasn't one, but, guess what, it eventually came to pass. Ironically those same outlets then went on to report that people had cash in the bank but were exercising caution in light of recent media reports! The persistent threat of a property downturn became a self-fulfilling prophecy.

Caution yes, but talking ourselves into the mire? Preferably not! The Media need to be a little more circumspect in their claims, particularly columnists who are often driven exclusively by opinion – or political directives – rather than hard fact!

Meanwhile, we continue to work on some great projects so please keep an eye on the HBPW blog to see what we've been up to (www.hbpw.co.uk).

Enjoy the read!

PAUL WITHERS
MANAGING PARTNER
HBPW LLP

Welcome



Paul Withers - Managing Partner

I was thumbing my way through some online reports recently about the so-called 'construction industry downturn' and happened upon an article in the Guardian which read:

"A drop in manufacturing output, a slowdown for the construction industry and a widening in Britain's trade deficit have doused expectations that the Bank of England will raise interest rates over the coming months. The pound dropped sharply against the dollar and euro on Friday after the latest signs that the economic resilience seen after last summer's Brexit vote has waned."

It was a litany of doom and gloom! However, it was only when I read a little closer that I spotted six key words, 'this report is two months old', which got me thinking. Journalists seem rarely happy

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HBPW in Rail Emergency Response Team



Scene of the partial bridge collapse at Barrow upon Soar



Another collapse perspective

Now that the Department of Transport's Rail Accident Investigation Branch (RAIB) has issued its report into a major East Midlands bridge collapse, HBPW can reveal itself as part of the Emergency Response engineering team called in to help restore rail services in Leicestershire.

Just before midnight on 1st August last year, a bridge carrying Grove Lane in Barrow upon Soar over the Midland Main Line, partially collapsed.

Third party core sampling work was being undertaken at the time to investigate localised subsidence in the footpath on the south side of the bridge. However, as coring reached about 1.4 metres, water appeared and shortly afterwards, the adjacent wall fell away from the side of the bridge taking with it part of the footpath, a length of cast iron water main and the core sampling rig.

"Network Rail immediately called in AMCO Works Delivery who got in touch with HBPW. Ross Hardy went to site shortly after midnight and was met by a pretty chaotic scene that rapidly attracted considerable media interest," said Partner, Paul Monaghan.

Fortunately five workers got clear, no-one was injured and there were no trains on the immediate approach to the bridge at the time, although two of the four railway lines were completely obstructed, with debris on a third.

The bridge was immediately closed to vehicle traffic and a temporary works solution of reinforced spray concrete and wall anchors was used to stabilise the exposed embankment face. HBPW was then tasked to produce a design for the permanent works reinstatement of the collapsed section of bridge and also design a new trackside location cabinet platform, containing rail electrical systems, that was also destroyed by the collapsed structure.

"Everything is running smoothly again now but, at the time, it was a stressful scenario requiring of prompt, effective action. All emergency contractors did a brilliant job, enabling Network Rail to restore services as quickly as possible," added Paul.

The RAIB investigation concluded that the incident occurred because the bridge wall, built around 1840, was not designed to resist overturning.

It had also been weakened by a full-height vertical crack. The water main, which ran close to the vertical crack, probably had a slow leak, said the report, which was causing on-going subsidence in the footpath.

Client: Network Rail
Contractor: AMCO

Enviro Engineering Credentials Triumph Again

HBPW's renewable energy engineering credentials have been given another boost following work on an anaerobic digestion plant for one of the country's leading organic waste collectors.

Olleco has 23 nationwide depots and not only distributes cooking oils to the catering trade, but also has a specialist fleet of vehicles for the collection of such oil alongside food waste.

So, when it called in Buckingham Group Contracting to lead the development of a £10m AD Plant at its Aylesbury site, they looked to HBPW because of the firm's experience on a range of similar projects.

Managing Partner, Paul Withers, said: "Obviously engineering challenges vary from site to site, however, there is no substitute for hands-on experience. We worked with the Clugston group and Kelda Water Services on Yorkshire

Water's ADP facility in Leeds, as well as Singleton Birch's AD Plant on the surface of an old quarry in Lincolnshire, both challenging for different reason.

"In the case of Olleco it is a sizeable project featuring the construction of three large digester tanks and two further digestate storage tanks, both with associated formed reinforced concrete. They will be 'fed' by a mixture of food and dairy waste, the latter coming from the adjacent Arla Foods dairy factory.



Artist impression of Olleco AD Plant

"HBPW was asked to design the temporary works to support the deep excavation for the receiving pit, where food waste will be deposited, which involved the design of a cantilevered sheet pile cofferdam, key to the wider completion of the project."

Arla and Olleco want the digester to process 50,000 tonnes of biomass, collected from nearby shops, depots, restaurants and canteens, in order to power the dairy. They say the AD Plant will produce enough energy to offset Arla's carbon footprint.

In their original statement to planners, Arla and Olleco said: "Arla's philosophy has always been to make the Aylesbury dairy a show piece facility with leading environmental performance, and the company has set the objective



Artist impression of Olleco AD Plant



The temporary works in place

of achieving zero carbon status for the dairy."

Anaerobic Digestion is a natural, decomposition process through which biomass - organic material from plants and animals - is converted into a variety of resources under oxygen free conditions.

Client: Olleco
Contractor: Buckingham Group Contracting
Source: The Bucks Herald

Double Award Kudos

HBPW has achieved double recognition after being shortlisted for one of the British Construction Industry Awards' prestigious gongs, just weeks after again joining the ranks of Britain's elite engineering companies.

The Immingham Renewable Fuels Terminal (IRFT) scheme has been included in the 2017 BCIA's Major Civil Engineering Project of the Year Category for Projects over £50m.

And the announcement follows hard on the heels of New Civil Engineer magazine's NCE100 Companies of the Year Awards in which HBPW was ranked 97th.

A DOUBLE ACHIEVEMENT

Managing Partner, Paul Withers said: "I am so proud of the team's double achievement. Since its launch in 2016 the Top 100 list has rapidly started to become a milestone by which to benchmark companies. Again, we are delighted to have been included, testimony to the collective efforts of a great team.

"Equally HBPW is justifiably proud to have been associated with such an amazing feat of construction and civil engineering as the IRFT. As the design engineers we worked alongside Associated British Ports and Graham Construction to deliver this mammoth project which has created a storage facility for wood pellets, imported from around the world, ahead of their onward transmission to UK power stations via rail, principally to Drax near Selby in North Yorkshire.

EXCELLENT WORKING RELATIONSHIPS

"We have had many years' experience developing facilities for the handling and storage of biomass at major power stations and ports around the UK, so this nomination is not only a feather in our cap, but testimony to the excellent working relationship between ourselves, the contractor and client."

Winners of the 30th BCI Awards will be announced at a gala dinner this month.

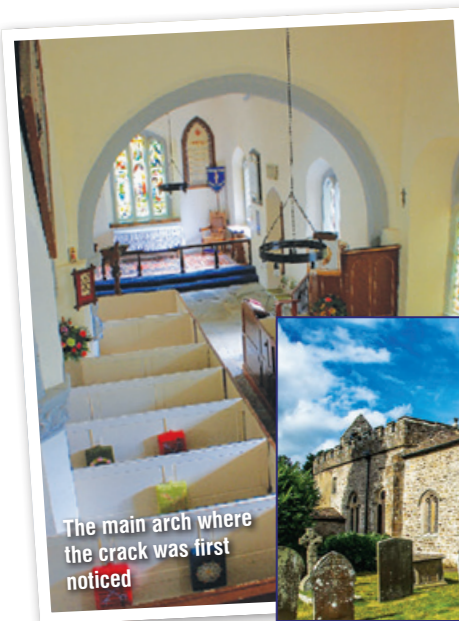


IMMINGHAM RENEWABLE FUELS TERMINAL PORT OF IMMINGHAM



"HBPW is justifiably proud to have been associated with such an amazing feat of construction and civil engineering as the IRFT."

A Blessing In Disguise!



The main arch where the crack was first noticed

An ancient Yorkshire church dating back to the 9th century may have been saved from slow collapse thanks to the eagle eye of congregation member and HBPW Managing Partner, Paul Withers!

Paul can often be found in one of the pews at St Edmund's Church, Marske, alongside his wife, Elizabeth.

So, when he spotted a crack in the main arch between the chancel and the altar and observed how it was expanding month by month, he thought it was time to raise the alarm.

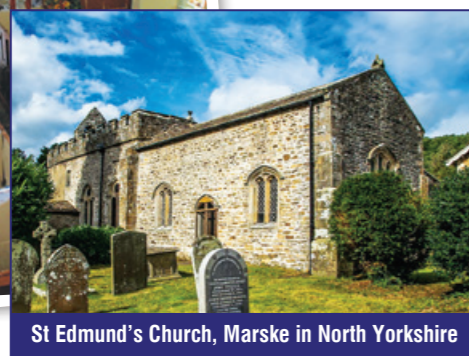
"Parish Councillors agreed that I should start to monitor movement of the crack using a DEMEC gauge," said Paul.

Further research revealed that a downpipe from the roof of the structure was leaking directly into the ground, which had softened causing the church's foundations to settle and rotate, prompting the expanding crack in the internal arch.

"The drains were dug up and replaced so there was a means for surplus water to be carried away from the foundations. Thereafter, the expanding crack stabilised and began to close!

"Apart from being hugely damaging to ancient structures, problems of this nature can also be very subtle, occurring slowly over a period of years. Fortunately, I am an engineer and have spent a lifetime dealing with such problems so the warning signals were quickly apparent to me.

"Had Maradona been around he might have said that this intervention was 'the hand of God!' Thank God the Almighty was at hand. The problem now appears to be resolved!"



St Edmund's Church, Marske in North Yorkshire