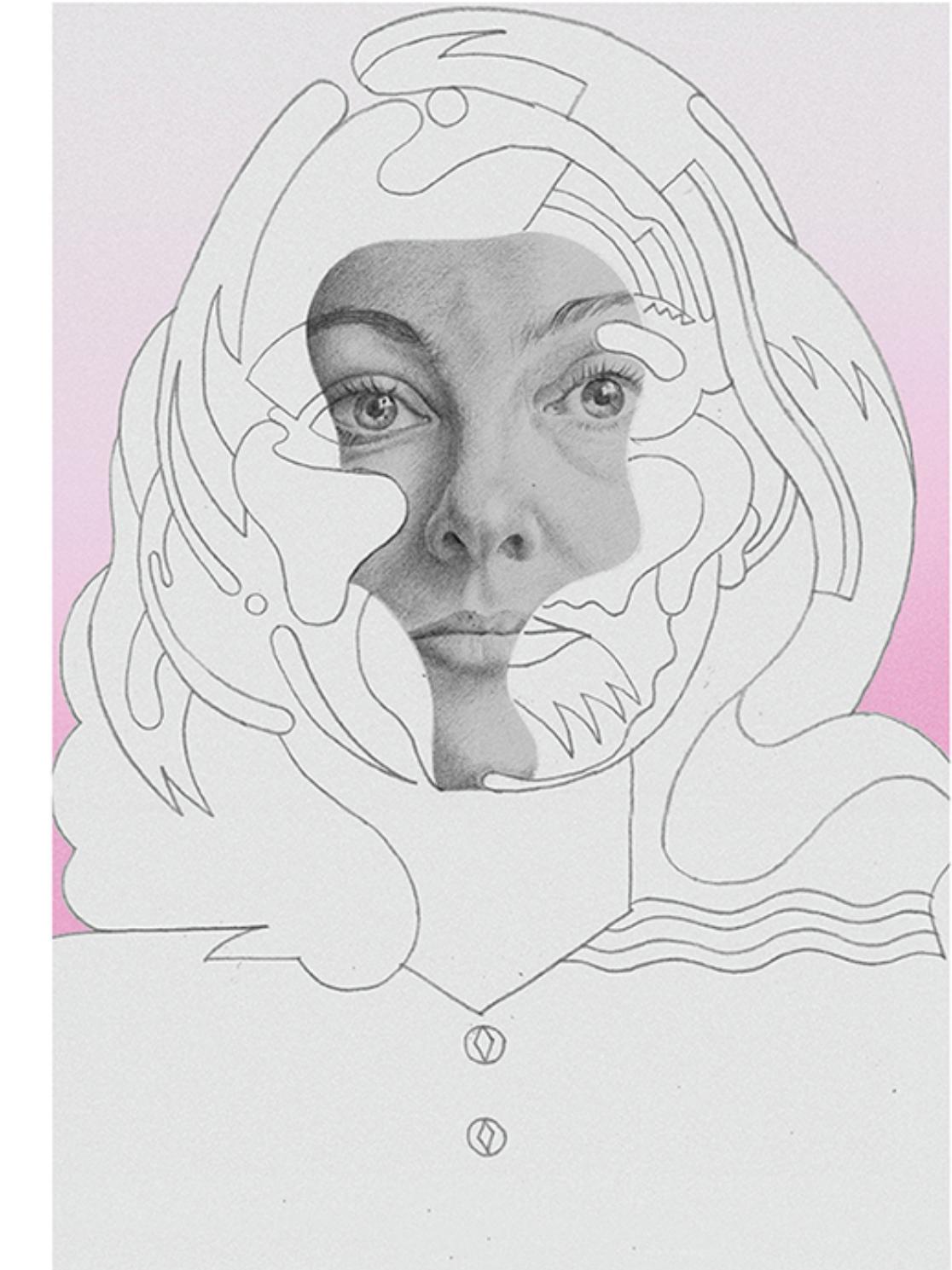
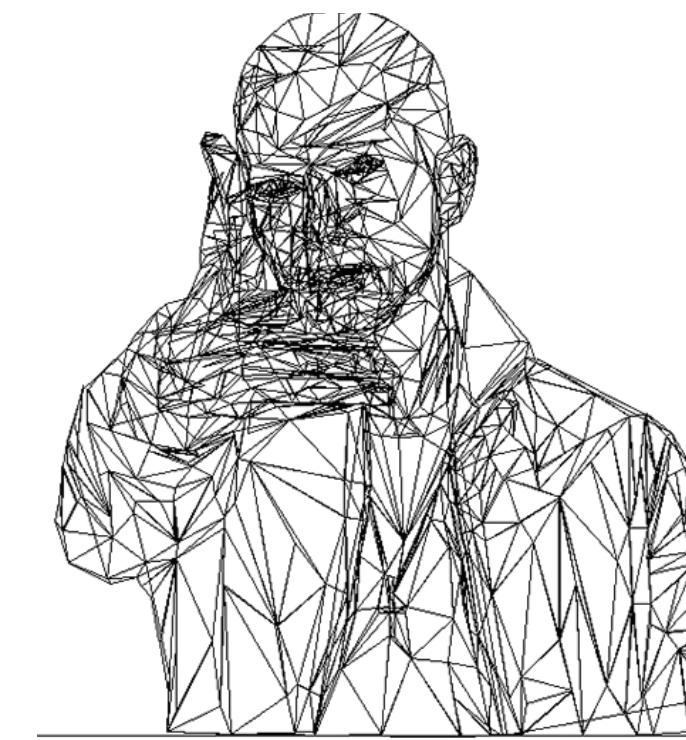


# I'm creating a process for generating portraits.





The form is both the tool for myself and the final images,  
which could be used for editorial  
illustration, company profiles, or posters.



**SIMON LONGSTAFFE MRICS HIGH SPEED TWO, UK**

**S**imon Longstaffe MRICS is in charge of the largest – and perhaps most controversial – project tag in UK infrastructure. He is head of estimation and cost management for High Speed Two (HS2). While not everyone has the stomach for such a high pressure job, Longstaffe's journey to the role is instructive for anyone hoping to get a foothold in the rail industry.

The planned super-fast rail line that will connect London and Birmingham initially and then extend to Manchester and Leeds, is rarely out of the headlines. The cost of the project – at least £150bn – and whether it will deliver the promised journey times, will put it back under economic scrutiny from the media and politicians for the past five years. That was the case when HS2 began transforming from a small live project that it is today – with enabling works starting next year.

Longstaffe, who has been involved with public interest really hit home during the time HS2 was discussed on *Newsnight*. On the screen behind [presenter] Jeremy Paxman, a huge number loomed and that was my figure. The numbers were so big, it was unbelievable. Money is funding this project, so it is imperative that we deliver value for money."

With the project's first phase not due to be completed until 2026, followed by the mainline in 2033, it is clear that the costs of materials and personnel could fluctuate dramatically over this period.

Longstaffe's task is a herculean task of creating this knowledge programme by creating a pioneering "5D" BIM model,

**“SPECIALISE IN A NICHE”**

**GILLIAN COTTELL FRICS SLATTERY, AUSTRALIA**

**“REMEMBER TIME IS THE BIGGEST COST”**

**Infrastructure**

**W**hile working for Currie & Brown in the mid-1990s, Gillian Cottell FRICS moved from the UK to Australia. At the same time she switched from surveying to infrastructure. Cottell is now director and state lead for Survey and Urban quantity surveying firm, in New South Wales (NSW).

Cottell's first assignment was quantifying the construction of a massive coal handling plant. The project had a strict budget and one that she continued to apply in her ensuing career, right up to her current job. Cottell is undertaking a cost review of the redevelopment of 20 Sydney area train stations to enable wheelchair access and the reduction of travel times.

"On the coal plant I discovered quickly, while working in infrastructure may seem different to construction because the projects are so much bigger, the sector requires the same quantity surveying skills. It is just as important to keep accurate records and costs." The coal plant, for example, required me to price 60 km [60 miles] of cabling. But you still use core skills like working out quantities, monitoring man hours, managing risk and so on."

However, where infrastructure differs from more standard construction work is that projects are stretched out over a





This should be done in code to create continuity and efficiency.

