

COMMERCIAL & INDUSTRIAL BUILDING EXCELLENCE

CONSTRUCTING BUILDINGS OF
THE FUTURE FROM DESIGN TO
COMPLETION FOR THE PUBLIC
AND PRIVATE SECTOR



WE ARE SPENCER GROUP



DKilvington

Darren Kilvington
Head of Building
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I am proud to lead such a gifted and ambitious team of professionals here at Spencer Group. Our Building division covers a wide range of disciplines and industries providing us with an ideal platform from which to transfer knowledge and learning between sectors and to our clients and stakeholders.

We have many distinct qualities which place us in an enviable position amongst our peers. Our in-house design capability means we can engineer the best value-adding solution in parallel with our delivery team so that we automatically incorporate buildability and cost-effectiveness in all our proposals. With the best design solution in the hearts and minds of all our project designers we know we can target the most appropriate and effective engineered solution on behalf of our clients.

SPENCER
Build



CAPABILITY AND EXPERTISE

INDUSTRIAL & COMMERCIAL BUILDINGS | WAREHOUSE & STORAGE STRUCTURES | COMMUNITY RETAIL & LEISURE FACILITIES |
REFURBISHMENT & FIT OUT

COMMERCIAL EXCELLENCE



Paul Coulson
Commercial Manager
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I have a broad range of experience in the Building sector, having been involved in a variety of projects including Food and Non-Food Retail, Hospitals and Healthcare, Industrial Units, Workshops, Transport Depots & Railway Station Buildings and Sheltered Housing & Residential developments. I have experience with new build works, extensions to existing properties and full refurbishments, including the requirement to maintain full operation of the relevant facilities during the building works.

I enjoy being involved with projects from inception to final handover and take great pride in working with the Client and end users to provide a high quality product within the budget. The Spencer Group culture of collaboration and partnering creates long lasting working relationships, with the ability to provide real time, open book accounting on target price contracts to give Clients the comfort that Spencer Group are easy to do business with.

SPENCER
Build



INTEGRATED DESIGN TEAM

*T Hopkins*

Tony Hopkins
Integrated Design Team Manager
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Few contractors in the UK have their own dedicated, multi-disciplinary, in-house design capabilities such as those provided from our Head Quarters in Hull. Our unique Design & Build business model, developed over the past 30 years, enables us to tackle the most complex turnkey project across a wide-range of sectors, all over the UK.

Huge benefits are borne through the efficiencies of internal collaboration between our construction professionals and our civil, structural, mechanical and electrical control system specialist design engineers. Our collaboration extends to our client teams, critical stakeholders and supply chain so that the most sensitive third parties can have ownership and involvement in the design development process.

SPENCER
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OUR LEGACY



Diane Rowe
Stakeholder Manager
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I have the best job in the world! I listen to our clients and the communities within which we operate to address their concerns and pass on their accolades to my colleagues, our clients and various stakeholders. I meet such a wide cross-section of professionals and so many different personalities, within the stakeholder and public arena where we work, that I never tire of the relationship challenges set before me.

We actively become 'part of the community' of every project we undertake - even if only for a short period of time. It is imperative that we recognise the complexities and sensitivities of these relationships in order for us to complement and enhance the local environment during the delivery process. We see our projects as an opportunity to help support and build positive experiences by communicating with and caring for those who will see short-term impacts associated with our work.





COMMERCIAL BUILDINGS

Buildings of a commercial nature are usually of a simple and efficient design with added varying degrees of specification in the building envelope and internal fit out works. As the specification of commercial buildings can be subject to corporate identity or Client company image, the benefits for added value are limited to the structural frame and foundation elements. At the Spencer Group we excel in identifying and delivering innovative value engineering solutions which have minimal or no impact of the building material specification.

Thanks to a collaborative approach with our Clients, their representatives and the design team, we work hard to establish the requirements of an individual project and protect the building specification and materials that are important to our Client.

Commercial buildings have a variety of end uses ranging from simple offices to more complex control centres with integrated and specialised M&E installations. At the Spencer Group, we have an in-house M&E design capability which can offer a range of services from reviewing consultant designed installations to identifying value engineering potential, to providing bespoke full M&E designs. We see this as a unique attribute to the Spencer Group which can provide true value in terms of capital expenditure and the running cost of our Clients buildings.

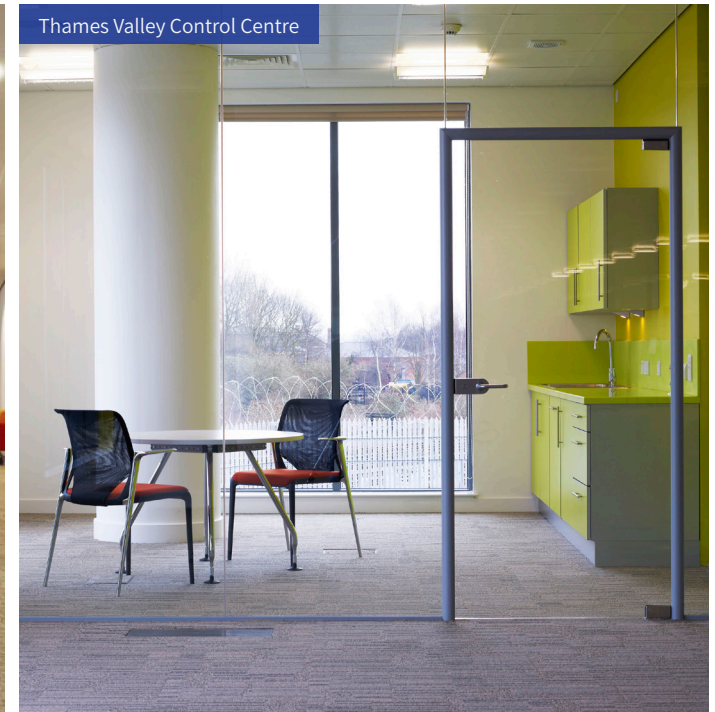
Three Bridges Control Centre



Thames Valley Control Centre



Thames Valley Control Centre

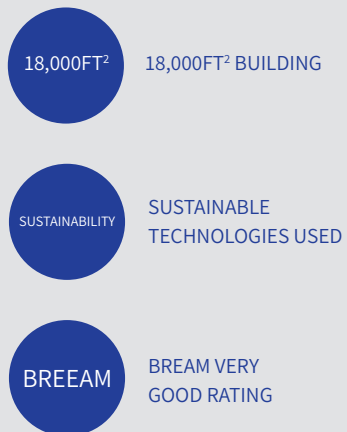




PROJECT DETAILS

Client	Energy Works Hull
Duration	8 months
Location	Hull

KEY STATS



ENERGY WORKS - ENERGY ACADEMY

Spencer Group was appointed to provide an academic learning centre as part of the overall development of Energy Works, an Energy from Waste (EfW) project built on a brownfield site in Hull. The Energy Academy formed part of a joint venture with the University of Hull and was completely independent to the main development of Energy Works. Other than one control room that interfaced with the rest of the Energy From Waste Power Station, the rest of the building including parking, infrastructure and access/egress was completely independent to the main development.

PROJECT SCOPE

Spencer Group was to provide an academic building through a design and build contract that consisted of learning facilities inclusive of laboratory's, Research and Development rooms as well as associated offices and welfare. Specialist process drainage and ventilation was required to accommodate the laboratory and R&D rooms.

Sustainable technologies such as Solar PV, underfloor heating, storm water attenuation and rain water harvesting were used.

PROJECT OUTCOME

The design of the building had to also provide access to the main plant control room and had to remain completely independent to the academic building and not impact operations of either party.

The Academy was designed to BREEAM very good standard, and had to be built within 8 months.



PROJECT DETAILS

Client	Network Rail
Duration	24 months
Location	West Sussex

KEY STATS

- 81,000FT² 81,000FT² OVERALL FLOOR AREA
- 1 BREEAM "VERY GOOD" RATING
- 2 11KV / 33KV POWER SUPPLIES, GENERATOR BACKED VIA UPS

THREE BRIDGES CONTROL CENTRE

A new rail operating centre was required at Three Bridges in Crawley, as part of Network Rail's commitment to replace over 800 signalling boxes and it represented the first 'second generation' control centre to be built in the UK. Spencer Group were commissioned to deliver the project from GRIP stages 5 to 8.

PROJECT SCOPE

The project involved the clearance of the original Tilgate railway sidings followed by the construction of a new three-storey building, which comprised of pile and ground beam substructure, steel superstructure, precast concrete floors and blast enhanced curtain walling, with GRC cladding forming the external envelope.

Spencer Group were responsible for the detailed design, fit-out and testing of the signalling control centre, in addition to the temporary works, general civil

works, installation of an access road and associated services. The building design incorporated a glazed entrance atrium, with a corridor light well running the full length of the building. The team installed a multiple-level electrical distribution system with UPS back-up, providing power redundancy to maximise system resilience for signalling, ECO and route control systems. State of the art security systems were incorporated to manage and maximise the safety of personnel in and around the building.

PROJECT OUTCOME

Spencer Group site teams overcame significant project constraints, delivering the project within a tight and land-locked site, with only one access point under the Horsham line, as well as working in close proximity to the local community school and playground. Through close collaboration with key stakeholders, including Balfour Beatty, the adjacent Thameslink Depot and the local public, we successfully completed the project without any unplanned disruption.

The building achieved a BREEAM 'Good' rating, demonstrating our commitment to the sustainability of the project.



PROJECT DETAILS

Client Marine Skills Centre
Location Glasgow

KEY STATS

450M² 450M² BUILDING

43M 43M LONG STEEL
LINK WALKWAY

PILING EXTENSIVE
MARINE PILING

GLASGOW MARINE SKILLS CENTRE

Spencer Group were appointed to design and construct a new learning centre on the River Clyde. The Marine Skills Centre project created a world class teaching facility beside the Albert Bridge for students and staff, on behalf of Glasgow College of Nautical Studies. The project involved a number of key disciplines including design, piling and construction work within a marine environment.

PROJECT SCOPE

Spencer Group were responsible for the design and construction of a one storey 450m² facility positioned on steel piles, raised above the River Clyde. Glulam columns and beams with a zinc cladding roof were used to form three classrooms, changing rooms and office space.

A new lifeboat launch was also constructed in the river, connected to the existing boathouse by a brow walkway accessing a new pontoon. We were also required

to refurbish the existing boathouse, and create a 43m long steel link walkway to provide access between the buildings.

The project required significant marine piling, with H piles and 10 No. tubular piles used to support the learning centre, in addition to 12 no. piles for the walkway, lifeboat launch structure and floating pontoon.

PROJECT OUTCOME

Through close coordination with local stakeholders including the Environmental Protection Group, Marine Scotland and the client, we were successfully able to carry out marine piling works and the construction of steel frames, by using water barges and cranes, without disturbing Atlantic Salmon, Lamprey and Otter. This was achieved by only piling and carrying out noisy construction methods in specified safe areas under the EPG and SEPA instruction and avoiding these works during migration

periods. Spencer Group were therefore awarded a BREEAM Excellent status for our design and construction activities to minimise the adverse effects of new buildings on the environment.



PROJECT DETAILS

Client	Network Rail
Duration	15 months
Location	Derby

KEY STATS



DERBY CONTROL CENTRE

Spencer Group were appointed by Network Rail to deliver the design and construction of a rail control centre in Derby. We transformed the land from a derelict, brownfield site to a modern facility to control the signalling and operations of the East Midlands rail network, providing an improved service for rail users.

PROJECT SCOPE

Our unique turnkey approach to designing and delivering complex multi-disciplined M&E projects enabled us to deploy lessons learnt from previous projects, to provide a world-class facility for Network Rail.

Spencer Group were responsible for delivering Network Rail's "greenest building to date", achieving a BREEAM rating of "Very Good" which was the best rating achieved for an operationally critical facility at the time of completion. The project incorporated renewable energy technologies wherever possible such as reducing the glazed area and the use of body tinted glazing to minimise solar gain and reduce cooling requirements.

The regeneration of the derelict brown field site required the safe disposal of asbestos and hydrocarbons and all construction materials utilised were easily recyclable e.g. PFA based concrete.

Spencer Group worked closely with Network Rail to provide a failsafe electrical distribution system providing four levels of back-up - comprising of normal mains supply, standby generator, uninterruptible power supplies and a secondary standby generator facility, ensuring efficiency and reliability across the control centre.

PROJECT OUTCOME

The East Midlands Control Centre (EMCC) building was the first of its kind in the UK and was built to a modular design, enabling Network Rail to provide modern facilities at an efficient cost. It is Network Rail's greenest building to date, incorporating solar water heating to reduce carbon emissions and rainwater harvesting to save a million litres of water every year.

Ruth Kelly, Secretary of State for Transport and Ian McAllister, Chairman of Network Rail commented: "This impressive new control centre will provide a better service for many thousands of passengers in the East Midlands." We are exceptionally proud of our new East Midlands Control Centre".



PROJECT DETAILS

Client	National Express
Duration	5 months
Location	Birmingham

KEY STATS

820M² 820M² OF COPPER
RAINSCREEN CLADDING

400M² 400M² GREEN
ROOFING SYSTEM

BREEAM ACHIEVED BREEAM
EXCELLENT RATING

DIGBETH COACH STATION

Spencer Group were contacted by National Express to carry out and complete the refurbishment and extension of the Digbeth Coach Station in Birmingham, following the demise of the contractor who had originally been awarded the works. Spencer Group employed a number of staff from the original contractor to ensure retention of knowledge and continuity of the works on site.

PROJECT SCOPE

National Express and Spencer Group agreed to adopt a JCT Prime Cost contract due to the requirement for Spencer Group to mobilise to site immediately upon request, allowing the parties to agree a fixed fee for the management and preliminary costs, plus a Guaranteed Maximum Price for completion of the actual works.

Spencer Group were also appointed to complete the full electrical design under a separate Professional Services Contract, therefore taking advantage of Spencer Group's in-house design capability to avoid any potential delays

Spencer Group co-located with National Express's professional team in Birmingham to negotiate and agree completion subcontracts with all of the current supply chain, retaining every subcontractor on the project and allowing all warranties to be maintained.

PROJECT OUTCOME

This close collaboration was vital to achieve the original end date for the project due to the deadline to hand back the lease on the temporary bus depot land and also to meet the pre-arranged official opening ceremony, conducted by the current England Football Team Manager, Fabio Capello.

The project successfully achieved a BREEAM excellent rating.

The project included the provision of new external glazing, access doors, customer information screens, copper rainscreen cladding (820m²), a Bauder built up green roofing system (400m²), new staff and public toilet facilities, retail outlets, refurbishment of offices, 16 Nr coach bays plus 4 layover bays, staff car parking, new entrance and exit gates, barriers and control systems, public realm works and a new architectural fence/ barrier installation.



PROJECT DETAILS

Client	Network Rail
Duration	12 months
Location	Newcastle

KEY STATS

GRADE 1
GRADE 1
LISTED BUILDING

150
150 YEARS OLD

3
3 ROOFS
REFURBISHED

NEWCASTLE STATION

Newcastle station required extensive work to refurbish its barrel roof. A key condition was that the station remained fully operational whilst the work was carried out. Spencer Group was awarded the 52-week contract on the strength of our strong history of providing innovative engineering solutions which minimise impact on the everyday running of railway infrastructure.

PROJECT SCOPE

The main scope of the works involved the refurbishment of the three 'Dobson' Barrel Roofs. This included:

- Re-waterproofing the entire structure
- Adding new clerestory glazing, and installing new lantern capping and new 'over barrel' stairways
- Adding decorative internal cladding to the barrel vault roofs
- Strengthening the arch ribs

Additionally, Spencer Group also:

- Installed new lighting
- Installed new mains distribution throughout the station
- Refurbished the entire drainage system
- Added new copings and paving to a number of the main platforms.

PROJECT OUTCOME

With Newcastle Station being a Grade 1 listed building, the Spencer team had to communicate closely with the relevant authorities to obtain approval for the materials and techniques used to refurbish the roof. Spencer Group ensured the successful renovation of all three 'Dobson' roofs were carried out on time and to budget, with a 100% safety record.

Throughout the programme of refurbishments, the station remained fully operational, with zero possessions required and minimal disruption to passengers and staff during the works. The station roof is now fully watertight, with the new cladding and capping providing a visual enhancement that complements the historic structure of the station.



PROJECT DETAILS

Client	Network Rail
Duration	17 months
Location	Didcot

KEY STATS

30,000FT² 30,000FT² BUILDING

INNOVATION UTILISATION OF INNOVATIVE SUSTAINABLE BUILDING TECHNOLOGIES

1 BREEAM "VERY GOOD" RATING

THAMES VALLEY CONTROL CENTRE

The creation of the Thames Valley Signalling Centre (TVSC) enabled the relocating and upgrading of the entire signalling network for the Reading area. Spencer Group was awarded the important contract to design and construct modular components within the building to house the new facility.

PROJECT SCOPE

The Spencer Group team was required to create the new three-story building to house the first new-generation control centre within the triangle of railway lines to the west of Didcot Station in Oxfordshire.

The site is bordered on all 3 sides by live running lines, which influenced the positioning and sequence of lifting operations during the erection of the building.

Spencer Group incorporated best practice and lessons learned from our previous work in the East Midlands and West Scotland, ensuring one of the most advanced signalling facilities in the UK.

The modular design compromised a first floor control and ground floor equipment room, with a four stage safety critical back-up system, to ensure operational functionality.

The facility was designed with the goal of achieving a sector-leading standard sustainability. This has been achieved by utilising innovative and sustainable building technologies, including glazed curtain walling to optimize daylight, tinted glazing and vertical brise soleil, to minimise solar gains and reduce cooling requirements.

PROJECT OUTCOME

The new facility received a BREEAM rating of 'very good' and was the forebearer to the 2nd Generation of control centre facilities in the UK.



PROJECT DETAILS

Client	Network Rail
Duration	21 months
Location	Scotland

KEY STATS

4,000

4,000 LITRES
OF PAINT USED

1,434M²

1,434M² OF REPLACEMENT
SLATE USED

120,000

OVER 120,000 HOURS WORKED
TO DELIVER THE PROJECT

WEMYSS BAY

This grade A station required extensive canopy works, including replacement of part glazed Georgian wired glass, slate and lead works and repairs to the roof structure. Spencer worked with various listed building and conservation bodies including the friends of Wemyss Bay community group to ensure the restoration works were completed to the relevant criteria and standards.

PROJECT SCOPE

Spencer installed a scaffold crash deck below the canopy while we worked to enable the platforms to remain open throughout the works, and installed a weather protection cover over the canopy, alongside OLE screening. We then removed the roof covering and blasted or hand prepared the steelwork as necessary (depending on condition of steel and paint). Any lead paint was removed in a fully encapsulated enclosure to prevent exposure to the local ecological habitat.

We replaced sections of rotten timber before renewing the roof slate, sourced from just 60 miles away to ensure a good match, which was placed on new battens. We then refurbished the gutters and downpipes, renewed the leadwork and installed new roof access hatches to improve future maintenance to an aesthetically pleasing design (approved under listed building consent).

PROJECT OUTCOME

The station was in a very poor condition due to extensive effect of its coastal location on the historic structure. Compounding this was a lack of maintenance due to access difficulties. Spencer modified the OLE system to facilitate improved isolations for construction and maintenance. We maintained platform operations throughout by installing a crash deck during the roof works.

As works progressed, further problems materialised, meaning painting could not be completed within the summer months. We mitigated the risk of delay by creating a heated enclosure to allow for an extended painting period over the winter season to reduce the construction programme. The intricate and sensitive works were completed successfully, resulting in 'Best Entry' in the National Heritage Railway Awards 2017.



INDUSTRIAL BUILDINGS

Thanks to the wide range of expertise within the business, Spencer Group has been able to develop innovative solutions and deliver highly successful projects in the Industrial sector. This sector can be very competitive and requires a keen sense of commercial awareness to be successful, which when combined with an ability to approach value engineering in-house puts the Spencer Group in a unique position.

Calling on industry leading experts in multiple sectors as diverse as civil engineering, rail and materials handling, we are able to create daring solutions to the trickiest problems that our clients face. It's this depth of knowledge that allows us to self-deliver industrial projects from start to finish, complete with the complex planning that comes with designing the buildings from scratch, to designing and building the access infrastructure, to commissioning the site when it's built.

We're also adept at forming part of a wider team to deliver projects. Our world-class planning team thrive on managing complex collaboration and stakeholder relationships to ensure the work gets done and maximum satisfaction is achieved. We're not afraid to break new ground and we know no project is ordinary, that's why we're constantly at work to deliver innovative solutions that save time and money. From our 40,000 ft² Border Control Posts with complex M&E and Refrigeration requirements, to large industrial warehouse and storage facilities, we look at things differently to generate maximum value from every element of the design.

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ABP Hull Border Control Post



Penzance Depot

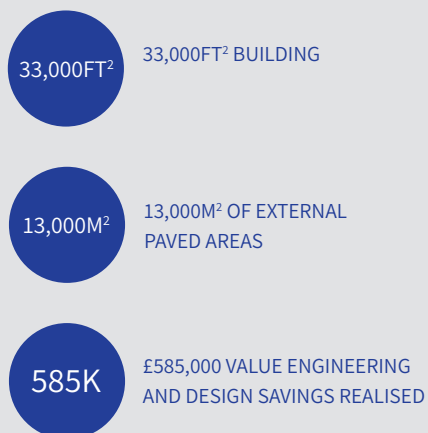




PROJECT DETAILS

Client	ABP
Location	Port of Hull
Duration	13 months

KEY STATS



ABP BORDER CONTROL POST - HULL

Spencer Group were appointed by Associated British Ports (ABP) to design and construct two border control post facilities at the ports of Hull and Immingham, required as a consequence of Brexit. A collaborative working partnership was formed between ABP and Spencer Group, ensuring rapid progress was made on the project to meet the challenging deadline imposed by the government. The construction of a 4.1 acre facility at the Port of Hull, with a total floor space of 33,584 sq ft (3,120 sq m) was completed within 10 months of contract award.

PROJECT SCOPE

The project comprised the Design and Construction (D&C) of a new Border Control Post facility at King George Dock, Hull. The key elements of this industrial civil engineering and building scheme include the D&C of a Main Border Control Building, with a smaller associated Border Control Officers building, inclusive of a modular administration building.

Following contract award, ABP requested that Spencer Group challenge the concept designs and offer alternative value engineered solutions that would reduce cost and potentially project programme.

Solutions proposed by Spencer Group included:

- The optimisation of spoil away from site
- The use of a ground stabilisation method instead of 336 precast driven piles
- The optimisation of the final slab for the finished floor, through applying a fibre filled concrete
- The removal of mast tower lighting to be replaced by utilising constructed buildings to support the lighting scheme.

PROJECT OUTCOME

The value engineering and design solutions adopted on the project accelerated the programme and allowed the 4.1 acre facility to be designed and constructed in only 13 months.

Spencer Group raised the building footprint level by 1200mm, allowing level travel of HGVs to the doc levellers, removing the need for deep drainage and retaining walls, and in turn, minimising the contaminated ground risk in multiple areas and significantly reduced exporting materials.

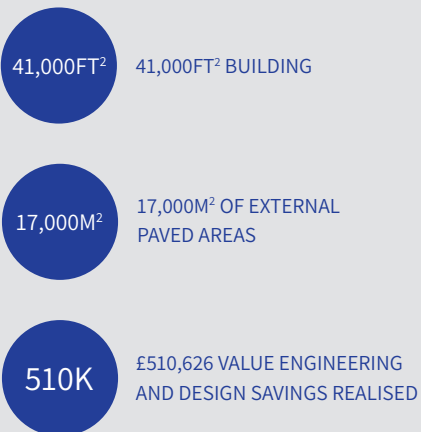
By working collaboratively with ABP and the supply chain, the value engineering and design solutions saved ABP £585,500.



PROJECT DETAILS

Client	ABP
Location	Port of Immingham
Duration	13 months

KEY STATS



ABP BORDER CONTROL POST - IMMINGHAM

Spencer Group were appointed by Associated British Ports (ABP) to design and construct two border control post facilities at the ports of Hull and Immingham, required as a consequence of Brexit. A collaborative working partnership was formed between ABP and Spencer Group, ensuring rapid progress was made on the project to meet the challenging deadline imposed by the government. The construction of a 5.3 acre facility at the Port of Immingham, with a total floor space of 40,957 sq ft (3,805 sq m) was completed within 10 months of contract award.

PROJECT SCOPE

The project comprised the Design and Construction (D&C) of a new Border Control Post facility at the Port of Immingham, Queens Road site. The key elements of this industrial civil engineering and building scheme include the D&C of a Main Border Control Building, with a smaller associated Border Control Officers building, inclusive of a modular administration building.

Following contract award, ABP requested that Spencer Group challenge the concept designs and offer alternative value engineered solutions that would reduce cost and potentially project programme.

Solutions proposed by Spencer Group included:

- Raising the building level by 1200mm to reduce exported materials
- The introduction of a symphonic drainage system, removing multiple down pipes and gullies
- Reducing the number of piles by more than 55%
- Swapping the conventional distribution boards, containment and cabling arrangement, for a busbar trunking system.

PROJECT OUTCOME

The value engineering and design solutions adopted on the project allowed the 5.3 acre facility to be designed and constructed in only 13 months.

After lifting the building levels, Spencer Group utilised a steel grid system with precast planks distributed over key support steels, transferred through piles within the floor area. This design solution achieved a reduced pile requirement of 235 piles, removing 306.

Providing a flexible solution to the LV distribution, allowed for a quicker and easier installation compared to conventional arrangements and it also permits future expansion with minimal disruption to operations.

By working collaboratively with ABP and the supply chain, the value engineering and design solutions saved ABP £510,626.



PROJECT DETAILS

Client	Associated British Ports
Duration	5 months
Location	Hull

KEY STATS



KING GEORGE DOCK BULK SHED

Spencer Group acted as Principal Contractor for the design and build of a bulk storage shed at King George Dock in Hull, on behalf of Associated British Ports (ABP). Associated works included; internal dividing walls, electric roller shutter doors, weighbridges, drainage and resurfacing.

PROJECT SCOPE

The project involved the design and construction of a 124m x 50m bulk storage shed, complete with a clear span steel portal frame and 4m high retaining walls around the perimeter of the shed and internal walls, dividing the shed into 6 separate bays. The shed was finished with electric roller shutter doors to allow easy access. We were also involved in the design and construction of 2 no. weighbridges on site.

As part of the greater scheme of works, we were required to carry out an initial site clearance and muck shift of a 12,000m² site, 1300m of trench works including drainage, ducting, water mains and 6500m² of external paved areas.

PROJECT OUTCOME

Spencer Group successfully completed the project on time and to budget, and were highly commended by Associated British Ports for the scope of works. As a result of our successes on Shed 22, we have since been appointed by ABP to work on a number of other sheds across different ports, including sheds 2, 3, 5, 6, 7, 18, 26 and 52, demonstrating our success and capability of works within this area.



PROJECT DETAILS

Client	Associated British Ports
Duration	4 months
Location	Hull

KEY STATS

387,500FT² STORAGE BUILDING

1,700M² CANOPY

32,000M² OF EXTERNAL PAVED AREAS

ABP FINLAND TERMINAL

Spencer Group were appointed by Associated British Ports to design and construct a facility capable of storing and distributing paper products at the Finland Terminal in Hull. As the EPC contractor for this project, Spencer Group were able to work with the client to find alternative design and construction solutions, to reduce the necessary site time and programme of works.

PROJECT SCOPE

The project involved the design and construction of a 387,500ft² marine terminal for the reception, storage and distribution of paper products at the Finland Terminal, on behalf of Associated British Ports. The contract included the demolition of several existing buildings and the refurbishment of two existing buildings with new doors, fire alarm installation and a 1,700m² canopy.

Spencer Group were also responsible for extending 160m of existing crane and conductor rails at the port, alongside design and installing a new Roll-on Roll-off berth. As part of the wider scheme of works, 32,000m² of external paved areas and quay strengthening works were also undertaken at the port.

PROJECT OUTCOME

Through Spencer Group's innovative approach to design and construction projects, two weeks critical site time was saved during the construction of the Roll-on Roll-off berth, saving the client time and money, whilst enabling port operations to resume earlier than anticipated.

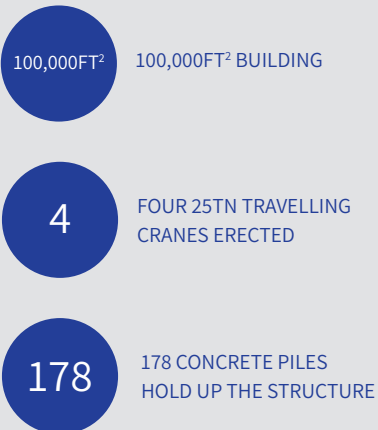
This was made possible through the use of a large element of pre-engineering and pre-cast components, reducing the required time on site, and disruption to port operations.



PROJECT DETAILS

Client	Associated British Ports
Duration	9 months
Location	Hull

KEY STATS



PORT OF HULL STEEL TERMINAL

Spencer Group were appointed as Principal Contractor for the design and construction of a 10,000m² steel framed building for Associated British Port. The building was to be used to provide a covered off-loading facility for finished steel products. Spencer Group also constructed the required rail link between the steel building and train network.

PROJECT SCOPE

The project involved the design and construction of a 100,000ft² steel framed building to provide a covered off-loading facility for finished steel products. Reinforced concrete structures were required to form the foundations because the flooded dry-dock had to be left intact should it be required to return to its original use. The facility was installed with four overhead 25tonne travelling cranes, a rail head and extensive paved external areas to allow the unloading

of a 2,000tonne vessel within 7 hours. In addition, through utilising our rail capabilities, Spencer Group were able to extend the existing rail track to link up to the steel framed building, providing efficient access. A new weighbridge and office building were also constructed to improve operational facilities.

PROJECT OUTCOME

Through working closely with Associated British Ports, and holding regular planning meetings, we were able to construct a covered off-loading facility, which efficiently and effectively unloads the steel products within 7 hours.

Our close collaborations also enabled us to successfully maintain the original purpose of the existing dock, should it ever need to be restored to its former purpose, demonstrating our ability to find innovative solutions to suit the client and specific design requirements.



PROJECT DETAILS

Client	GWR
Duration	15 months
Location	Penzance

KEY STATS

21,000FT² 21,000FT² BUILDING

17 CONTRACT ACCELERATED BY 17 WEEKS

1 BREEAM "VERY GOOD" RATING

PENZANCE DEPOT

Great Western Railway (GWR) required the redevelopment and expansion of the existing Penzance Depot to accommodate the transition of rolling stock from Old Oak Common as part of the High-Speed Rail 2 programme of works.

PROJECT SCOPE

Spencer Group proposed an alternative solution in order to deliver the design and construction of a 132m x 15m new Train Care Depot encompassing the refurbishment of the existing High-Speed Train shed as part of one whole facility, through incorporating the old shed within the new building using an innovative envelope and cantilever steelwork design. We constructed a taller portal frame shed, designed to enable installation of the new building's roof sheeting without disrupting the original shed below.

A moveable encapsulation shield was used to remove the old High-Speed Train shed asbestos roof and wall sheeting, whilst maintaining the 24-hour operational requirements of the depot and ensuring the asbestos was contained. Furthermore, Spencer Group removed the structural steel rafters from the old shed, connecting the old columns to the new cantilevered portal rafters.

PROJECT OUTCOME

The original contract was due to be completed in April 2018, however due to the early transition of rolling stock from Old Oak Common, we were instructed to accelerate the contract by 17 weeks. Through a strong collaborative working relationship between Spencer Group, GWR and the Depot team, we achieved every project milestone, completing it to the accelerated programme with no impact to depot operations.

As a result of this success, we received the GWR Collaboration Award.



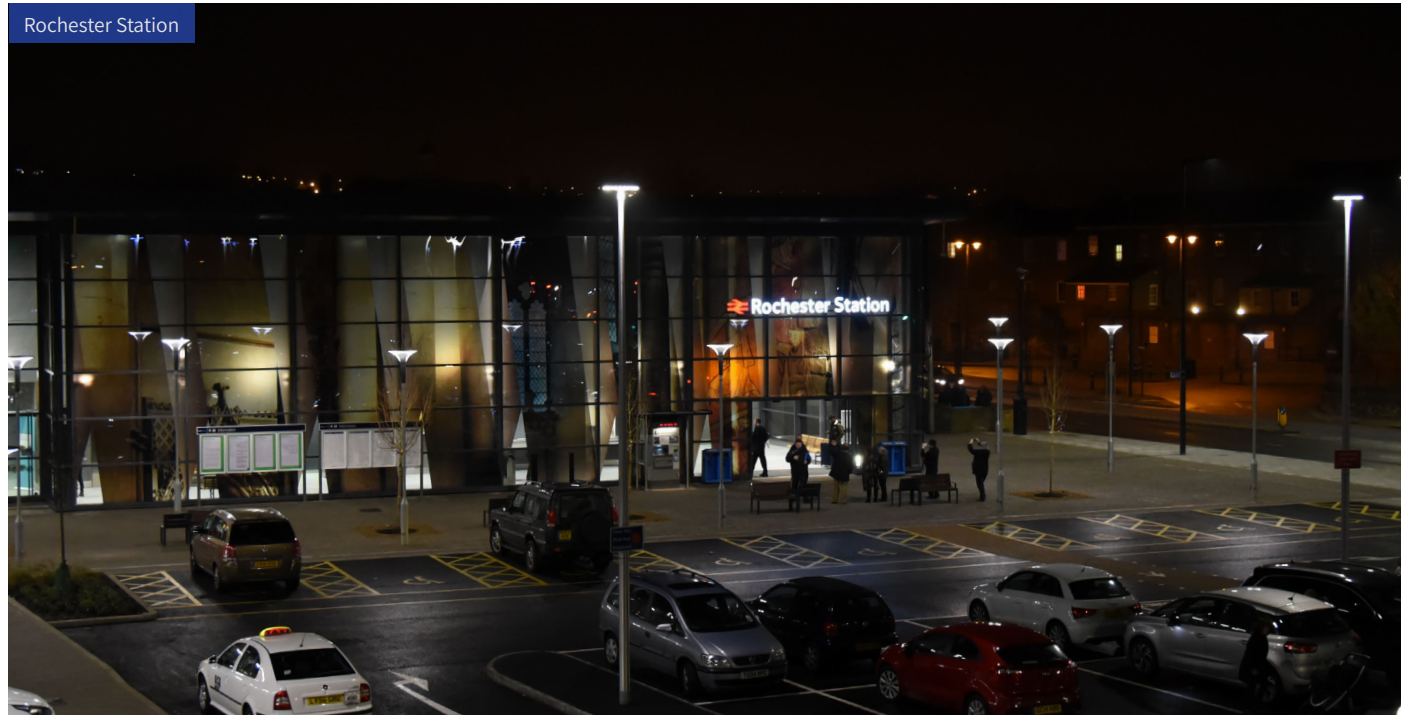
COMMUNITY RETAIL & LEISURE FACILITIES

Buildings for the community can vary vastly in their design and intended end use. They are harder to identify when compared with more traditional industrial and commercial buildings, but can offer a wider range of uses and therefore have more complex designs and specifications. This unique blend of characteristics requires a bespoke approach and the Spencer Group are well versed in delivering projects of this nature and have the ability to adapt to the requirements and provide innovative solutions.

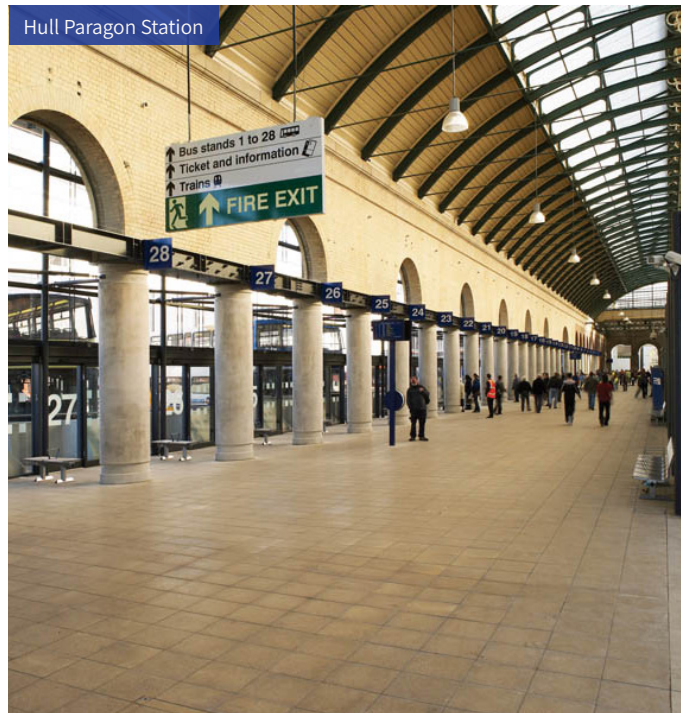
During the construction of these types of buildings, there is more frequent interaction with the general public with logistics and segregation on health & safety grounds more prominent. At the Spencer Group, we employ in-house Health and Safety Advisors and Planning & Logistics professionals who provide detailed and robust solutions to Clients logistical problems from tender stage up to and including delivery on site.

Our delivery teams have vast experience in delivering complex community based buildings where zero disruption to existing services, public realm and access ways is required. We are specialists in programming and sequencing works of this nature to satisfy the Clients, Health & Safety and Public Realm requirements.

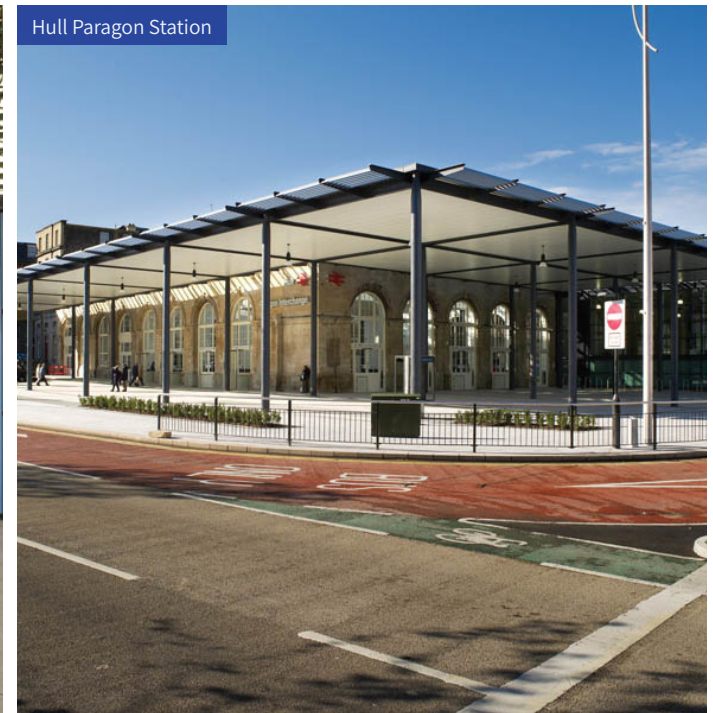
Rochester Station



Hull Paragon Station



Hull Paragon Station





PROJECT DETAILS

Client	Network Rail, ING
Duration	24 months
Location	Hull

KEY STATS

100%	STATION REMAINED 100% OPERATIONAL
1	GRADE II LISTED STRUCTURE PRESERVED
DESIGN	IN-HOUSE DESIGN TO REDUCE TIMESCALES

HULL PARAGON STATION

The regeneration of Hull's transport interchange required preservation of the Victorian Grade II listed structure combined with a comprehensive programme of modernisation to create an integrated rail, bus, coach and taxi facility, comprising a modern ticket office, waiting room and a spacious passenger concourse.

PROJECT SCOPE

The project was conducted while the station remained operational, and without disrupting the working of the homes and businesses surrounding the station on all sides.

The adjoining St. Stephens development presented a considerable challenge which meant our team had to utilise its in-house design capability to develop the design and obtain necessary approvals within reduced timescales. The regeneration works commenced with the demolition of Paragon house.

This was a highly specialised operation requiring an innovative solution to ensure sections of the building would not fall away. Further specialist works were required at ground floor level to prevent damage to the Victorian masonry facade. The project was further complicated by the remit that the station was to remain operational throughout, and is surrounded by commercial buildings, roads and pedestrian thoroughfares.

PROJECT OUTCOME

As part of the wider St. Stephens development, Paragon Station's regeneration transformed the city of Hull's railway station into a national gateway by means of an integrated transport exchange, whilst also preserving its Victorian heritage for future generations to enjoy. This project was the winner of a highly respected Green Apple Award, designed to recognise and promote environmental best practice internationally.

We were also able to successfully achieve our aim of keeping the station and interchange fully operational during the works, through careful planning and consultation with the client throughout the project, as well as innovative engineering solutions to eliminate danger to the public that might have forced closure.



PROJECT DETAILS

Client	Network Rail
Duration	31 months
Location	Rochester

KEY STATS

£26M	£26M STATION FACILITY
300M	SECTION OF 17M LONG SHEET PILES INSTALLED
ZERO	DISRUPTION TO EXISTING SERVICES

ROCHESTER STATION

Spencer Group was responsible for delivering all of the civil engineering elements throughout the £145m East Kent Phase II programme. The project included the construction of three new platforms, each long enough to accommodate the latest 12-car trains (compared to the previous maximum of ten), a new canopy and construction and fit-out of the new Rochester station.

PROJECT SCOPE

Rochester Station is at the heart of the £145 million East Kent Phase II programme to upgrade a 33-mile stretch of East Kent's railway network, which was last renewed in 1959. The new £26 million facility, which replaces the old Victorian station a mile away, was built around an operational railway, close to the centre of Rochester in Corporation Street.

The station is of modern design incorporating the latest high specification finishes, M&E and telecoms for PA, CCTV, CIS monitors etc. with ticket gating.

To the rear of the new building, one of the biggest challenges of the project was the construction of an 850-tonne pedestrian subway, forming part of the new station at Rochester. It was built 'off line' and adjacent to the existing rail embankment, then installed during a 96-hour blockade over the Easter period.

PROJECT OUTCOME

The construction of the new station has given rise to a modern facility which is bright and fully step-free, offering a pleasurable passenger experience.

The station and its underpass are key to the new 1,500 home development, as it will allow residents to take a quick stroll between the riverside and town centre or easily catch a train and be in London in 35 minutes.

This project was described as an industry model for collaborative working and won three industry awards: Best Collaboration at the 2014 Network Rail Partnership Awards, Most Interesting Major Infrastructure Project at the Rail Expo Awards and Engineering Innovation from the Institute of Civil Engineers in 2015.

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