

## Project Information:

<b>Main Contractor</b>	Graham Lagan Construction Group (Joint Venture)
<b>Blackwell Role</b>	Subcontractor
<b>Form of Contract (Blackwell)</b>	CECA Form of Subcontract
<b>Contract Value</b>	£11.6M

## Blackwell Site Management:

### Contracts Director:

Steve Johnson

### Project Manager:

Dave Haskayne

### Quantity Surveyor:

Aqeel Haque



## Services Include:

**Civil Engineering**    **Earthworks**    Geotechnical    Remediation



## Background:

Capitalising on the Port of Hull's prime location in relation to the North Sea, engineering giant, Siemens has chosen the city of Hull as the place to build its world-class offshore wind turbine manufacturing facility. Preparing the site of the illustrious Green Port Hull development will require infilling one third of Hull's Alexandra Dock with approximately 780,000m<sup>3</sup> of material and creating a new 650m quay wall to accommodate 3 offshore wind turbine installation vessels. This £100M work package was awarded to the Graham Lagan Construction Group joint venture by Associated British Ports.



Working for the joint venture, Blackwell carried out specialist earthworks and associated work packages to support the construction of the facility for mooring vessels at Alexandra Dock. Blackwell's scope of work included the removal of redundant site apparatus, bulk earthworks and the creation of a capping layer to produce a strong foundation for the new facility.

## Key Processes:

Key processes included the following:

- General site clearance operations.
- The removal of an existing 150mm diameter water main and creation of a new water main trench in a different location.
- The removal of existing internal port estate roads. This was achieved initially by using a road planer to remove tarmac, which was stockpiled to blend with other materials for use in capping operations. These operations involved using recycled materials to create a capping layer for the piling platform required for the construction of the new manufacturing facility.
- The removal of reinforced concrete slabs, lighting column foundations and underground basements to provide a designated area for piling rings. Uncovered material was processed and broken down using excavators with concrete jaw crusher attachments before loading into a mobile jaw crushing machine to produce the required capping material.
- The levelling of the area to prepare for the creation of a new 1,050mm deep capping layer for the manufacturing facility piling platform.



## Value Engineering:

The site team managed to provide significant cost and time savings on the project by using a road planer to recover existing tarmac from the surface of an internal estate road. This process resulted in a saving on double handling costs, as the material did not need to be sent to a crusher and also saved offsite disposal and import costs – as the material was successfully reused by blending with capping material.

