APRIL 2026

NSC

Steel support for Royal Borough pool

Transfer structures span rail assets

Flexibility scores for Guernsey education sector

BREEAM 'Excellent' target for Humber logistics

NSC

APRIL 2026
Vol 34 No 4

Cover image
Kingston Leisure Centre
Main client: Royal Borough of Kingston upon Thames
Architect: Roberts Limbrick
Main contractor: Pellikaan Construction
Structural engineer: Furness Partnership
Steelwork contractor: H Young Structures
Steel tonnage: 340t
Photo © Horizon Imaging Ltd

EDITOR-IN-CHIEF
Nick Barrett Tel: 07973 325417
nick@alignmentmedia.co.uk

MANAGING EDITOR
Martin Cooper Tel: 07966 904599
martincoopernsc@gmail.com

PRODUCTION EDITOR
Andrew Pilcher Tel: 07365 919818
andrew@alignmentmedia.co.uk

COMMERCIAL MANAGER
Kirsty Barrett Tel: 07525 253316
kirsty@alignmentmedia.co.uk

NSC IS PRODUCED BY ALIGNMENT MEDIA ON BEHALF OF THE BRITISH CONSTRUCTIONAL STEELWORK ASSOCIATION AND STEEL FOR LIFE IN ASSOCIATION WITH THE STEEL CONSTRUCTION INSTITUTE

The British Constructional Steelwork Association Ltd
4 Whitehall Court, Westminster, London SW1A 2ES
Telephone 020 7839 8566
Website www.bcsa.org.uk
Email postroom@bcsa.org.uk

Steel for Life Ltd
4 Whitehall Court, Westminster, London SW1A 2ES
Telephone 020 7839 8566

The Steel Construction Institute
Unit 2, The E Centre, Bracknell, Berkshire RG12 1NF
Telephone 01344 636525 Fax 01344 636570
Website www.steel-sci.com
Email hello@steel-sci.com

CONTRACT PUBLISHER & ADVERTISING SALES
Alignment Media
7 Linden Close,
Tunbridge Wells, Kent TN4 8HH
Telephone 07973 325417

 ISSN 0968-0098

These and other steelwork articles can be downloaded from the New Steel Construction website at www.newsteelconstruction.com

Steel has many benefits besides price

Nick Barrett
Editor-in-Chief

Recent optimism that we have reported among investors and developers has been called sharply into question by the continuing conflict in the Middle East, which at the time of writing looked like it could either come to a negotiated end soon, or escalate further. Few are prepared to stick their necks out and say which is more likely.

As Chris Durrand points out in his President's column, steel section prices are likely to rise as a result. Fortunately steel has always been very competitive on price, so there should be a good bit of headroom before it becomes as expensive as alternatives, whose prices are also likely to rise. And steel has many benefits other than price to make it the first choice solution in the key markets that steel dominates.

As usual, NSC has some good examples this month of projects that show why steel is such a popular choice. From Guernsey in the Channel Islands in this issue we report on a new further education centre that satisfies the project's embodied carbon strategy. Despite transportation costs of bringing fabricated steel across the Channel, steel was a cost effective choice.

In London we find steel's ability to work with other materials to benefit a project on an over rail transfer solution at the DLR lines at Tower Gateway Station. Using steel meant two transfer structures could be installed in sections during relatively short track possessions, saving train operators revenue.

Speed of construction and provision of long spans were key factors in the selection of steel for a new leisure centre, including a swimming pool, under construction in The Royal Borough of Kingston upon Thames. The design for this project includes incorporating elements that can be easily reused at the end of a building's life, a feature we expect to see more of as design for reuse and adaptive reuse capture the imagination of clients and designers.

At Immingham we see steel's speed of construction and ability to create long column-free spans showing why steel is the material of choice for most logistics developments. BREEAM 'Excellent' is being pursued here, and steel is confirmed by the project's architect and structural engineer to have been the only viable framing solution.

A growth sector that steel construction has served very well over the past few years is data centres, invariably framed in steel. This has been a rare growth sector recently, and the good news is that this looks likely to continue. The government is in the process of designating data centres as essential services, similar to water, energy and emergency services systems, as they are said to host and support the digital infrastructure that underpins modern life and are critical to almost all economic activity and public services.

It is estimated that there are now some 500 data centres in the UK, heavily clustered around London, with smaller clusters around Manchester and Birmingham. Some 90 new projects are currently planned to support Artificial Intelligence (AI) and cloud growth, for clients including some of the biggest digital leaders such as Microsoft, Google and Meta.

It is encouraging to the constructional steelwork sector that it has been entrusted with making such a valuable contribution to creating them. As the digital economy continues to grow, that support will continue.

Contractors fear cost increases from Government Steel Strategy

Steelwork contractors are worried that the Government's Steel Strategy, aimed at curbing imports and protecting UK steel production, could result in higher costs across construction.

The recently unveiled plan sets a target for UK produced steel to meet 50% of domestic demand, up from the current 30% figure.

From July, overall quota levels for steel imports will be significantly reduced by 60% compared to current arrangements, and steel coming into the UK above these levels will be subject to a 50% tariff.

Steelwork contractors are concerned that higher steel costs will put businesses, already suffering from extortionate and turbulent energy costs, under even greater pressure, ultimately leading to job losses across the constructional and fabrication sectors.

Jonathan Clemens, Chief Executive of the British Constructional Steelwork Association, said: "For all the rhetoric about sovereign capability and backing British industry, this strategy will make essential products more expensive for the downstream businesses that actually turn steel into buildings, bridges and infrastructure.

"The strategy accepts that imports will remain vital because the UK can't supply every product the market needs, such as EAF fabricated sections.

"The result will be higher costs across construction, including projects commissioned by the Government itself, while also making steel a less attractive option in the very sector where its use should be encouraged as part of efficient and low-carbon building."

Milestone celebrated at Grimsby regeneration scheme

The steelwork installation on the £50 million Freshney Place project in Grimsby has been marked with a steel signing ceremony.

GMI Construction has marked the speedy progress being made on the project, which is transforming the town's shopping centre into a modern, multi-use destination.

Due for completion in 2027, the project is being delivered by North East Lincolnshire Council (with Government support), with Queensberry acting as regeneration manager. The project's steelwork is being fabricated, supplied and erected by Hambleton Steel (part of Embrace Steel Group).

As well as a new cinema complex, the work includes a contemporary food and market hall in an upgraded existing building, new commercial and leisure units and a redesigned public square.

Together, these elements are intended to boost footfall, attract new operators and support Grimsby's long-term economic and social renewal.

Ed Weston, Regional Director for Yorkshire at GMI Construction Group, said: "This steel signing is a key milestone and a visible sign of the momentum on site. Seeing the cinema framework take shape brings the ambition of this scheme to life and demonstrates the scale of what's being delivered."

Councillor Philip Jackson, Leader of North East Lincolnshire, added: "This milestone represents real progress on one of our most important regeneration projects. It reflects our commitment to investing in facilities that strengthen the town centre and support long-term prosperity for Grimsby. The redevelopment of Freshney Place is about restoring confidence, supporting local businesses and creating a stronger future for our community."

Steel up for M&S Avonmouth distribution centre

Highlighting Avonmouth's strategic location, a new M&S distribution centre is being built on the site of a former pharmaceutical works.

Being developed by Stoford, with Winvic Construction as main contractor, the 36,232m² warehouse, which is targeting BREEAM 'Excellent', has been designed to the highest sustainability standards.

Dan Gallagher, Joint Managing Director at Stoford, says: "This project demonstrates confidence in Avonmouth as one of the UK's most important distribution locations and will provide M&S with a facility that meets the highest standards of design and sustainability."

Caunton Engineering has fabricated, supplied and erected 1,945t of steelwork for the project (1,660t of hot-rolled and 285t of cold-rolled). Measuring 299.5m-long, the steel portal frame includes four 27m-wide spans, each formed with a series of centrally spliced rafters.

The long spans are essential and will accommodate extensive temperature-controlled environments, comprising a 900m² freezer section operating at -18°C to -20°C, and 20,000m² of chiller chambers maintaining temperatures between +1°C and +3°C. Surrounded with insulated wall and roof panels, the freezer and chiller areas are designed as boxes within boxes.

The chiller is the largest area and is accommodated within two-thirds of the warehouse (approximately 200m-long). A steel-framed chiller wall separates this area from the freezer and ambient areas.

Small businesses will be paid on time as construction retentions set to be banned

The government has announced that it will ban the use of retention payments in construction contracts.

Announced by the Department for Business and Trade, the move is intended to prevent SMEs from losing money held back against defects, late finishes or when other supply chain firms fail to release funds due to bankruptcy.

The measures will tackle a problem costing the UK economy £11 billion every year and ease the cost of living for entrepreneurs and SME owners who are often forced to wait months – or even years – to receive money they have already earned and are forced to chase endlessly to receive it.

The measures, which will be the toughest in the G7, will see the Small Business Commissioner given sweeping new powers to investigate poor payment practices, adjudicate payment disputes, and fine the worst offenders.

Business Secretary Peter Kyle said: "Far too many businesses are forced to shut down because they have not been paid – that is simply unacceptable.

"We are unveiling the strongest, most robust changes to payment laws in over a generation – laws that will transform the fortunes of small businesses for years to come and make their day to day lives much easier."

British Constructional Steelwork Association (BCSA) Legal Director and Company Secretary, Deborah Harrison, added: "Ending cash retentions has been a long-fought campaign, built on many years of work at BCSA.

"The announcement is a major step forward, alongside stronger powers for the Small Business Commissioner. There is still detail to resolve, but the direction of travel is very welcome."

Steel framed offices form Mayfair centrepiece

Redeveloping a large area of London's Mayfair district, two steel-framed office blocks will form the central element of the South Molton project.

Alongside the offices, the scheme, which is being developed by Grosvenor and Mitsui Fudosan, will deliver new shops, cafés and restaurants, residential properties, a restored pub and a boutique hotel.

Providing corporate HQ opportunities in one of the West End's most sought-after locations, the two eight-storey blocks at 60 Brook Street and 56 Davies Street comprise 6,596m² and 7,246m² respectively. Working on behalf of Skanska, Severfield is installing 2,300t of steelwork for the project.

Helping the project achieve its sustainability targets, approximately 31t of reused steel has been incorporated into the steel frames.

Reusing materials also extends to the building's fabric, as both structures incorporate retained façades; a red brick two-storey façade wraps around the southern elevation of the Davies Street building, while another four-storey (red brick and render) façade is retained on the Brook Street office.

Elsewhere, Portland Stone façades, which were carefully removed during the demolition works and taken away to be cleaned, will be reinstated to clad parts of both buildings.

South Molton is due to complete in July 2027.

Galvanizers highlight sustainability with internal tracking

Worksop Galvanizing has been recognised as the most sustainable plant within Wedge Group Galvanizing's 15 UK-wide plants.

Based on internal tracking, the Worksop plant achieved an overall sustainability performance score of 94%.

Each plant is assessed against strategic sustainability priorities, with sites implementing a range of initiatives and investments designed to reduce environmental impact and improve operational efficiency.

The initiatives include the introduction of smart flux regeneration systems, rainwater harvesting, low-fume fluxes, electric vehicle charging infrastructure, electric fleet vehicles, and the use of Hydrotreated Vegetable Oil (HVO) as an alternative to diesel.

David Nobes, Technical Services Director at Wedge Group Galvanizing, said: "New investments and developments are ongoing to ensure each plant continues to make improvements across all of our categories. These include our overall environmental responsibility, such as energy efficiency, supply chain, emissions, and waste management, as well as social equity covering employee wellbeing, community engagement and social responsibility."

"As such a large group, it's often challenging to ensure the 'buy-in' of an idea and strategy from the entire workforce and at plant-level, but we've made progress and have the support and backing, as well as the great strategic direction of the management and board, to help continue to drive forward our goals."

NEWS IN BRIEF

Lindapter has produced a 16-page brochure to highlight its unique range of approved steelwork connection solutions for data centre applications. Outlining the key benefits of using Lindapter connections, the text provides many examples of typical applications, including containment aisle modules, multi-tier pipe supports, structural steel racks, chiller plant mountings and grating fixings.

North Warwickshire Borough Council has appointed **Speller Metcalfe** as principal contractor to deliver a new leisure centre in Atherstone, which will include an energy-efficient design and state-of-the-art sports facilities.

Work has officially started on the £20 million redevelopment of the Priory Shopping Centre in **Worksop**, Nottinghamshire. The scheme is being delivered by Midlands-based contractor, **G F Tomlinson**, on behalf of Bassetlaw District Council, under the Medium Works Framework, which Pagabo manages on behalf of The Education Alliance.

Developer Whitesmocks has appointed **Caddick Construction** to build the 232-bed Melbury Court student accommodation scheme in Durham city centre.

Working on behalf of Neath Port Talbot Council, **Morgan Sindall Construction**'s Wales business has started construction of Rhosafan Welsh Medium Primary School. Due for completion in 2028, the £29 million project will have 14 classrooms and provide space for 420 pupils aged three to 11, including 90 nursery places.

PRESIDENT'S COLUMN

Good intentions

Chris Durand
BCSA President

The regional meetings of the BCSA always contain an agenda item on the state of trade, which often prompts a lively discussion. It's fair to say that for a long period of time now members have been fairly downbeat regarding future prospects, facing reduced workload and projects just not progressing. However, since the start of this year there have been encouraging signs that the construction market has finally turned a corner and at last, I like many others, was able to report some increased optimism for the coming six months. However, between filling in the report and attending the Irish regional meeting at the start of March, the USA and Israel attacked Iran and everything changed overnight.

During the meeting, several members expressed obvious concerns for the future regarding energy costs and client confidence, but another more pressing issue emerged regarding the actual supply of steel from the rolling mills. The main producers all announced a temporary suspension of the sale of structural sections to the UK and Ireland markets, while they assessed the impact of the war on material and energy costs. It seems inevitable that there will be a rise in section prices coming, but the more immediate impact for ourselves were both supply to existing contracts and the inability to provide price surety for clients on new work. Then, in the middle of March the long-awaited UK Steel Strategy was finally published.

The strategy has the long term aims of both ensuring greater home-grown production of steel with less reliance on imports through the use of quotas and tariffs, while at the same time achieving overall decarbonisation with the adoption of EAF. These aims are laudable and provide reassurance to our steel producers regarding their market going forward and in turn provide the confidence to carry out the investment required in their production facilities.

However, it should be noted that the structural steelwork industry is not confined to the producers alone and at present imported fabricated steelwork will not be subject to quotas. It is hard to foresee a future where steel produced in the UK and EU would be cheaper than imported raw material from elsewhere in the world, so it seems inevitable that the steel bought by UK and Irish fabricators will increase in cost in turn making locally fabricated steel more expensive. This opens two possibilities; developers may decide to build in other materials all together, reducing the overall market share for structural steelwork or they will simply opt to import fabricated steelwork. Another issue is that the product codes describing fabricated steel can be manipulated and evidence from other countries has shown that it is possible to avoid raw material important quotas by delivering material with minimal fabricated content.

There are inherent dangers when an admirable long term intention is put in place without fully considering the potential short to medium term implications for the companies actually working within that market. I recently read an article in The Telegraph regarding the tribulations of a car salesman trying to meet EV sales targets. Again, no one had a problem with the objective of trying to replace ICE vehicles, but the process itself is causing serious harm to the UK and EU car industry. The EU has a deadline stating that from 2035 90% of all new cars sold must be zero emission. Consumers within the UK and EU remain reluctant to change to EVs and as a result car companies resort to heavy discounting to meet their sales targets with prices that are simply unsustainable.

However, in the background China with its lower labour and production costs can build comparable vehicles considerably cheaper and has gone from zero to a 10% market share within Britain in only 18 months, increasing the pressure on local suppliers. While the objective is noble, the process, implementation and lack of flexibility has hurt our local industry and we need to ensure that the Steel Strategy does not go down the same route. There is much that is good here but we must be careful as the road to hell is paved with good intentions.

Steel on target at police firearms training facility

Staffordshire Police and Morgan Sindall Construction Midlands have marked a major construction milestone at the county's new Police Firearms Training Facility with a topping out ceremony.

The steel-framed £17.6 million project was procured through the Constructing West Midlands framework and is on track for completion this autumn.

The facility will include a 10-lane, 50m-long live-fire indoor range and a dedicated two-storey training hub.

Working on behalf of the project team, Elland Steel Structures fabricated, supplied and erected the steel frame.

Ben Adams, Staffordshire Commissioner for Police, Fire & Rescue and Crime, said: "The construction of the firearms training facility is a significant investment in the force, and part of a wider estates plan to ensure its buildings are sustainable and future-proof.

"The project will create a purpose-built facility which can meet the force's firearms training needs for the next 30-40 years. Police firearms deployments in Staffordshire are relatively low, but when our communities need an armed response to keep them safe, it's essential that firearms officers have the right training and facilities in place to deliver the highest quality service."

New bridge to span A4130 at Didcot

Oxfordshire County Council has appointed VolkerFitzpatrick to build the Didcot Science Bridge as well as associated infrastructure works.

The three-span Didcot Science Bridge will cross over the existing A4130, the Great Western mainline railway, and Milton Road.

Enabling works, including site clearance, archaeology investigations and utility diversions, are already under way. Main construction is expected to start in the spring and take approximately two years to complete.

VolkerFitzpatrick Strategic Projects Director Paul Lilley, said: "Our team brings extensive experience in delivering complex civil engineering projects, and we look forward to working closely with Oxfordshire County Council and its partners to create infrastructure that will improve journey times, enhance sustainable travel options, and support future growth across the region."

Galliford Try goes back to school in Hartlepool

The Department for Education (DfE) has awarded Galliford Try Building North East and Yorkshire the £16.1 million contract to rebuild St Helens Primary School in Hartlepool.

The school accommodates 374 pupils, including Additional Resourced Provision (ARP) for 25 young people with Special Educational Needs and Disabilities (SEND).

The project is said to be a pilot scheme, exploring best practice and how to unlock greater value through the School Rebuilding Programme. The new two-storey school will be designed to be net zero carbon in operation and will incorporate passive design principles to maximise energy efficiency and help minimise long-term running costs.

In addition to classrooms, the building will also include a main hall, library, nursery, staffroom and both hard and soft external play areas, as well as on-site parking.

Galliford Try Building North East and Yorkshire Managing Director Jeremy Barnett said: "St Helens' existing buildings have exceeded their expected service life and we're looking forward to delivering a modern learning environment that enables students to reach their full potential."

The project is due to be completed in summer 2027.

Appointment made for major Luton logistics scheme

Glencar has been engaged at the pre-construction stage to progress the Hillwood Park, Luton logistics scheme.

The 16-acre, multi-unit development is located on the existing Sundon Park Industrial Estate. Delivered on a speculative basis, the new scheme will provide modern, flexible warehouse units ranging in size from 1,300m² up to 7,432m².

Targeting BREEAM 'Excellent' and EPC A ratings, the scheme is said to be incorporating a raft of sustainability and wellbeing-led initiatives.

Glencar Managing Director Peter Goodman, said: "This appointment reflects our ability to consistently deliver high-quality industrial and logistics developments to exacting standards.

"Our early engagement on the scheme allows us to apply our technical expertise from the outset, driving buildability efficiencies, programme certainty and sustainable delivery. Hillwood Park Luton is another significant addition to our expanding industrial portfolio, and we look forward to mobilising on site and progressing the scheme safely and efficiently through to completion."

Practical completion on the scheme is scheduled for the fourth quarter of 2026.

Ground broken for two South Wales education campuses

Bouygues UK has broken ground on two South Wales education projects: the Barry Waterfront Campus and the Advanced Technology Centre near Cardiff Airport.

The 6,000m² Barry Waterfront Campus will offer a range of facilities and courses for young people and adults to develop new skills or progress in their careers.

The Advanced Technology Centre will welcome nearly 2,000 full and part-time learners and sit alongside

the International Centre for Aerospace Training. The new facility will feature flexible classrooms and workshops, a higher education business centre, an advanced composites manufacturing hub, and state-of-the-art robotics and mechatronics labs.

Mark Cesenek, Bouygues UK's Managing Director for Wales and the South West, said: "Both campuses will become truly sustainable learning environments in which thousands will learn each year, bringing substantial community and economic development benefits to the region."

Mike James, Cardiff and Vale College Group Chief Executive, added: "We are delighted to mark this important milestone for two new campuses that will make a real difference to the communities of the Vale of Glamorgan. These developments reflect our commitment to creating high-quality learning environments for our community and employers, as well as our drive to invest in skills for the future."

Weybridge health hub to provide community leisure boost

Willmott Dixon has started work on a new £20 million neighbourhood health hub in Weybridge, Surrey.

Procured via the Procure23 framework, the project is being delivered on behalf of NHS Property Services, working in partnership with the Department of Health & Social Care and NHS Surrey Heartlands Integrated Care Board.

The Weybridge facility will bring together a range of primary and community health services under one roof, providing a sustainable response to local needs and forming part of a wider commitment to improving health outcomes and modernising healthcare infrastructure.

Vicky Stobbart, Director of Commissioning and Delivery for NHS Surrey Heartlands, said: "This is a significant milestone for the project. The start of construction work represents years of planning, extended collaboration and a major investment in the future of this modern health facility and for the health and wellbeing of local people."

Simon Taylor, Director of Estates Policy, Strategy and Capital Projects, NHS Property Services, added: "We are focused on delivering an NHS estate that is fit for the future and meets the modern health demands of communities across the country. This new neighbourhood health facility will provide more services, which can often prevent ill health, closer to people's homes."

Diary

For SCI events, contact SCI Education, tel: 01344 636500 email: *education@steel-sci.com* web: *https://portal.steel-sci.com/trainingcalendar.html*
For BCSA events, visit: *https://bcsa.org.uk/events/*

Wed 29 April 2026
Wind loads & SCIPHYR
Webinar - Free to all

Wind actions are important in the design of all buildings, especially for relatively lightweight structures such as single-storey buildings. Wind actions are critical for the design of secondary elements such as façades, signboards, infill panels, purlins and siderails. The webinar will discuss how to factor in various topographic influences and directional variations in wind calculations. In response to the industry's evolving needs, SCI has developed SCIPHYR (pronounced "Zephyr"), a new wind analysis software. SCIPHYR provides a robust solution for modern engineering challenges.

Mon 11, Wed 13 & Fri 15 May 2026
Steel Frames & Disproportionate Collapse Rules
Online course

This course will demonstrate how light steel framed buildings should be designed and detailed to provide fire resistance in accordance with UK Building Regulations. It includes the testing and design requirements for load bearing light steel framed walls and floors, constructed using cold-formed steel sections and sheathed with gypsum-based boards to provide the necessary fire resistance. In some cases it is necessary to design loadbearing walls exposed to fire on two sides, design methods for this scenario will be included as there are no standardised fire tests available for this configuration. All delegates will be given PDF copies of SCI publications *P424 - Fire Resistance of Light Steel Framing* , *P438 - Cavity barriers in light steel framed buildings* and *P442 - Design of loadbearing light steel walls exposed to fire on two sides.*

Wed 13 May 2026
Base Design
Webinar

A new Green Book has been developed, covering the design of steel bases. The new guidance covers the detailed design of bases with shear stubs and the essential verifications of holding down arrangements in the temporary condition. This webinar introduces the new publication, appropriate both for current designs and the Gen2 changes to be implemented in 2028.

Multi-million-pound extension set to land at Bristol Airport

Bristol Airport has awarded a £30 million terminal extension project to Farrans as it continues with its wide-ranging redevelopment plans.

Work has already commenced on the two-storey extension, which will infill an area between the existing terminal building and the departure gates.

The new area will create more space for shops and restaurants, with 17 new units being incorporated into the design. The arrivals hall is also benefiting from a new domestic reclaim area with an additional baggage carousel.

Andrew Goodenough, Infrastructure Director at Bristol Airport, said: "We have ambitious plans to transform our customer experience over the next couple of years, and we really appreciate our customers' patience and understanding while all of these massive improvements are taking place.

"Floor space is going to increase by almost 45% and we'll have a total of 38 retail and food and beverage outlets including premium brands and dining options as well as a hidden speakeasy bar."

Gerard McNamee, Project Manager at Farrans, said: "This is an exciting project which will be completed in a live environment in which all passenger routes need to remain open at all times.

"One of the most innovative features for this project will be our use of a Bailey Bridge, a modular military style structure that will temporarily bridge gaps, allowing us to bring our vehicles and equipment from landside to airside."

Former union building to become University of Salford learning hub

The University of Salford has submitted plans to refurbish Faraday House, the former HQ of the Amalgamated Union of Engineering Workers, into a learning hub.

Forming part of the University's £2.5 billion masterplan, the building will be transformed into 3,500m² of high-quality, flexible working space, which will be home to the University's professional services teams.

Designed to encourage efficiency and promote wellbeing, the proposals incorporate green spaces, bike storage and an accessible entrance, aiming to create a refreshed, inclusive and welcoming environment for staff.

If plans are approved, work is expected to begin this year and be completed by winter 2027.

Mark Wantling, Chief Infrastructure Officer at the University of Salford, said: "By transforming a brownfield site, the project will create a welcoming and sustainable environment for our professional services teams, while making a positive contribution to the local area. Our colleagues are the driving force behind the University's success, and this development reflects our commitment to providing an environment where they can thrive."

Plans in for new Highlands hospital

Marking a significant milestone, the formal planning application for the proposed 11,800m² Lochaber Hospital has been submitted to Highland Council by Keppie Design, on behalf of Balfour Beatty and NHS Highland.

The proposed hospital has been designed to deliver modern, high-quality healthcare facilities that meet the evolving needs of patients, staff and visitors.

The design reflects a commitment to creating a welcoming, sustainable and resilient environment that enhances patient experience, supports efficient clinical delivery, and responds sensitively to the unique landscape and identity of the Lochaber region.

Fiona Davies, Chief Executive of NHS Highland, said: "The submission of the planning application is a truly exciting moment for NHS Highland and for the communities of Lochaber. This project has been shaped by listening carefully to patients, staff and local people, and it is wonderful to see that vision now formally presented for planning consideration.

"The new hospital will support the transformation of health and social care in this area for generations to come, and I look forward to continuing to work with our partners and the community as we take the next steps forward."

SUBSCRIBE TO NSC

You can subscribe for free* to the digital or print editions at *www.steelconstruction.info*

* UK and Ireland addresses only

Existing Digital NSC Subscribers

Visit ***www.steelconstruction.info.***

Click the 'Log in / Create Account' button in the top left corner.

Enter your username and password, and click 'Log in'
(If you cannot remember your password, use the 'Forgot your password?' facility).

Click the 'Preferences' link in the top left corner.

Tick the box to receive the printed NSC magazine and enter the required contact information.

Click 'Save'.

New NSC Subscribers

Visit ***www.steelconstruction.info.***

Click the 'Log in / Create Account' button in the top left corner.

Click the 'Join SteelConstruction.info' button.

Enter the required details to create an account, including your email address.

Tick the box to receive either the digital or printed NSC magazine, or both.

Click 'Create your account'.

You will receive an email asking you to confirm your email address (i.e. a validity check).

Top of the form

The new Main Building connects to the existing PRCPA (top of picture).

Consisting of a structural steel frame supplied from the mainland, Les Ozouets Campus will replace five current sites to become Guernsey's new further education centre.

Structural steelwork, fabricated in North Yorkshire and transported across the English Channel, is helping to create a new educational campus on Guernsey.

Once complete, Les Ozouets Campus will be a centre of excellence for post-16 academic, technical, vocational and professional learning. It will include a range of modern specialist facilities designed to deliver teaching and learning across the varied post-16 curriculum, including engineering workshops, labs, arts centres, specialist studios and resources, which will equip students with the skills they need in 21st-century employment.

The current construction programme being undertaken by main contractor Rok will deliver two interlinked steel-framed buildings, known as the Main Building, and the Construction and Engineering Building.

A key consideration for the new buildings is their sustainability and making sure they fit comfortably into their surrounds. The design incorporates strategies to minimise environmental impact and includes high-level insulation, efficient window glazing, and low-energy heating and ventilation systems.

The project has also been designed around a number of outside spaces that will also encourage biodiversity and ecology as well as promote student and staff wellbeing.

The Construction and Engineering Building is topped with a suitably industrial inspired saw-tooth roof.

Central to the design is the choice of structural steel frames.

According to the design team, steel was considered to be the best option for the project as it satisfies the embodied carbon strategy by offering an efficient and lightweight solution that can be supported on pads, thereby minimising the amount of concrete required in the foundations.

Design Engine Architects' Consultant, David Gausden, says: "Architecturally we required a solution that allowed some plasticity to push and pull the building forms, to create recessed entrances, covered routes and the saw-tooth roof above workshops and art rooms.

"The further education sector is also very prone to change, flexing to the demands of an ever-changing work environment.

A steel frame could accommodate both compositional variation and future flexibility and was deliverable on the island."

Even allowing for the transportation costs and the associated logistics, the use of structural steelwork is said to have been a cost-effective choice.

Hambleton Steel is fabricating and supplying the steelwork, with locally-based Siteweld, responsible for the erection package.

From its North Yorkshire fabrication yard, the steelwork was transported to Portsmouth, from where it travelled by cross-Channel ferry to the island of Guernsey.

"The majority of the steelwork was fabricated into lengths that fitted the haulier's 13.6m-long trailers," explains Hambleton Steel Contract Manager Lee Shardha.

"However, we did have two loads that included some 18.4m-long cambered beams, which we

FACT FILE
Les Ozouets Campus, Guernsey
Main client: **States of Guernsey**
Architect: **Design Engine**
Main contractor: **Rok**
Structural engineer:
RGA Consulting Engineers
Steelwork contractor:
Hambleton Steel (part of Embrace Steel)
Steel tonnage: **480t**

"The further education sector is also very prone to change, flexing to the demands of an ever-changing work environment. A steel frame could accommodate both compositional variation and future flexibility and was deliverable on the island."

The Main Building offers 5,300m² of teaching space over three floors.

managed to transport on the same sized trailers."

Because of Guernsey's narrow roads, the steelwork deliveries required a police escort from the port to the Campus.

Once onsite, the steelwork was erected using mobile cranes. The largest structure is the Main Building, which is set to offer 5,300m² of teaching space. It is a three-storey braced frame that integrates with the site's existing Princess Royal Centre for Performing Arts (PRCPA).

The Main Building wraps around two elevations of the PRCPA and will create a new and enlarged lobby and entrance area, within both interlinked buildings. Framed with exposed 323mm-diameter CHS columns, the entrance will be accessed via a new piazza, located next to the Main Building.

"Where the new extension interfaces with the PRCPA, the existing curtain walling was retained and protected to keep the building weather-tight," explains Miguel Martins, Associate at RGA Consulting Engineers.

"Transfer beams were installed to support the existing steel roof beams, avoiding temporary propping. This allowed the new and existing structures to be integrated safely, maintaining roof stability and reducing temporary works costs."

The remainder of the Main Building's ground floor accommodates teaching areas, many of which are large open-plan spaces, featuring column-free spans.

A series of transfer beams are positioned at the underside of the first floor, creating the column-free ground floor spaces, while also supporting the extra columns that are required for the upper floors' traditional educational configuration.

The two upper levels are both designed around a regular column grid, accommodating classrooms and IT rooms, arranged either side of a central corridor. The floors have been designed compositely, with steel beams supporting metal decking and a concrete topping.

Structurally-independent, the Construction and Engineering Building (C&EB) is another steel braced frame, which connects to the Main Building's north elevation at ground and first floor.

Providing access between floors, in both buildings, are five precast staircases (weighing up to 36.5t and all supplied by Hambleton) and three precast lift shafts, which were all installed alongside the steelwork.

Rectangular in shape, topped with a feature saw-tooth roof and creating 2,735m² of space, the C&EB's design follows the plot's sloping topography, whereby the area furthest from the Main Building has a deeper (double-height) ground floor.

Housing vehicle maintenance and engineering workshops, the lower ground floor is predominantly a large column-free space, formed with the aforementioned 18.4m-long cambered beams. Large door openings and goods lifts will allow vehicles and large items of machinery to enter and leave the building.

Similar to the Main Building, the first floor of the C&EB accommodates teaching spaces, arranged either side of a central corridor and utilising a regular column grid pattern.

The Main Building, and the Construction and Engineering Building will complete by Spring 2027. ■

A composite flooring solution, consisting of steel beams supporting metal decking, has been used throughout.

The completed Main Building will be accessed from a new piazza.

Over rail transfer solution

The northern structure spans the DLR lines at Tower Gateway Station.

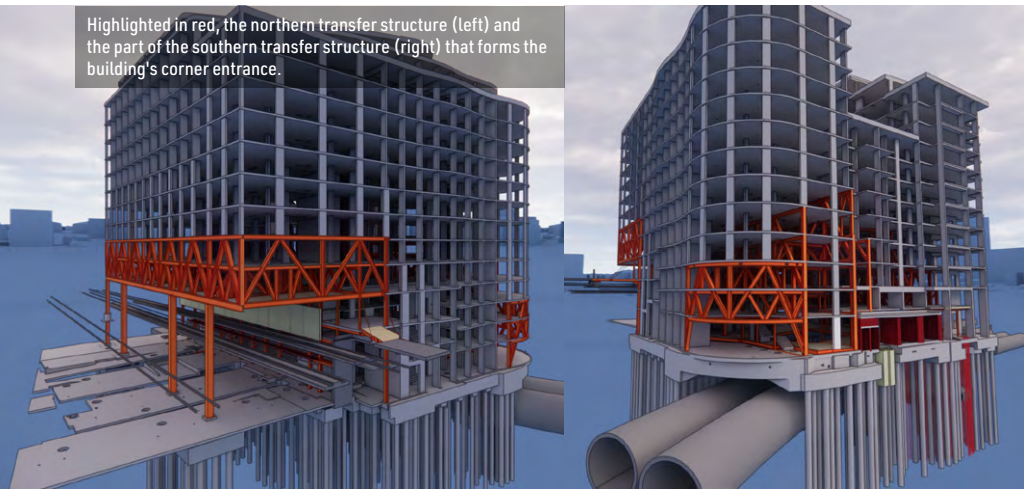
Maximising the available site footprint, two steel transfer structures are creating the platform for a hotel and apartment scheme to span over some important rail assets in East London.

On a prominent and constrained site, close to the Tower of London, steelwork's long-span attributes and ease of construction have come to the fore, as two large transfer structures are being erected to support a 14-storey mixed-use scheme, adjacent to and over-sailing a Network Rail viaduct, and above two encapsulated Docklands Light Railway (DLR) lines serving Bank station.

The second phase to be built on the former goods yard site, the scheme is being developed by IJM Group and constructed by its main contractor Midgard. 88 Royal Mint Street will include a 454-room aparthotel for Staycity and 79 high-end residential units.

The transfer structures unlock the constrained site's potential, with the northern frame designed to allow the concrete-framed building to span over the part of the viaduct accommodating two DLR lines serving Tower Gateway (the remainder of the viaduct supports four railway lines going in and out of Fenchurch Street Station).

Because of its position, this steel structure has been entirely installed during a series of rail possessions, obtained from Network Rail and Transport for London (TfL). Consequently, the work has had to be undertaken overnight, during Sunday rail closures and on public holidays.



Highlighted in red, the northern transfer structure (left) and the part of the southern transfer structure (right) that forms the building's corner entrance.

Adding some further complexity into the scheme, the other (southern) steel structure not only bridges over the Bank DLR encapsulated lines that are located beneath the site, but also has to span over an associated three-storey tall DLR plant room, which houses life safety fire extract equipment and a concrete-framed staircase structure providing a passenger escape route.

"Although the main part of the project is concrete-framed, steelwork has provided the most efficient solution to form two transfer structures that support the building. By working closely with Network Rail and TfL we have managed to find an efficient method of installing this structure, while minimising the effect on transport infrastructure," explains Midgard Project Director Andrew Henderson.

Positioned either side of the building's main core, the northern structure was the first to be installed. In total, Caunton Engineering is fabricating, supplying and erecting 1,200t of steelwork for the project.

The steelwork for the initial transfer deck is supported along its northern elevation by four 12m-tall columns, weighing up to 13t each, that pierce the Victorian brick viaduct at a point between the DLR and mainline railway lines. To the south, and

FACT FILE
88 Royal Mint Street, London
Main client: **IJM Group**
Architect: **BSBG**
Main contractor: **Midgard**
Structural engineer: **Whitby Wood**
Steelwork contractor: **Caunton Engineering**
Steel tonnage: **1,200t**

abutting the viaduct, there are further supporting columns that are sat within the footprint of the site.

Due to the proximity of the railway assets and to negate any ground-borne vibration potentially affecting the building, all of the columns are sat on concrete pads, lined with acoustic isolation bearings, and supported by pile caps.

On the north elevation of the transfer structure, the columns are linked by two-storey perimeter trusses, (brought to site in sections and bolted together during the erection process) which in turn support a series of nine 13m-long × 3.5m-high (single-storey) portal frames that span over the DLR lines, creating a 5m clearance for the trains.

Weighing up to 22t each, the portals were delivered to site as complete sections and lifted into place using a tower crane (there are three on site), which has been installed at the project specifically for the steel erection programme.

At the western end of the transfer structure there is a tenth portal frame, which has been designed as a two-storey element, as it cantilevers over the Mansell Street Rail Bridge at a point where there is no suitable location to install a supporting column.

The cantilevering frame will also accommodate a cable-stayed link bridge, creating a new entrance from the Royal Mint Street development into Tower Gateway station.

"One of the advantages of using a steel-framed option for the transfer structures is the fact that they can be installed, section by section, during a number of rail possessions," explains Whitby Wood Associate Director Gioele Nunziatini.

"It would have been much more challenging to build the northern structure in any other material, without closing the rail lines for an extended period."

Within the depth and on the top boom of the trusses, the steelwork supports precast flooring, forming the project's fourth and fifth floors and an in-situ concrete slab at level six. Above this, the building converts to a concrete-framed structure.

While the initial transfer structure was being completed, work on its southern neighbour was begun.

As well as spanning over the encapsulated DLR tunnel and its associated assets, the southern transfer structure has had to take into account the massing of the building that it will be supporting.

The development is arranged around an open central courtyard, which is an important architectural feature that the transfer structure cannot intrude upon. Furthermore, the DLR tunnel also limits the number of locations where piles can be installed.

Working around the numerous constraints, the southern transfer structure incorporates a series of 1,200mm-thick plate girder tie beams, that bridge over the tunnel at ground level. The beams tie the trusses at ground level, due to the inability of the acoustic bearings to provide sufficient lateral resistance.

Vertically-positioned columns support the trusses and transfer the loads to piles cap locations at either end of each girder.

Because of the numerous constraints and the lack of space for piles, the southern transfer structure is arranged around a complex steelwork configuration, whereby multi-storey trusses (two and four-storeys high), spanning north to south, support a series of double-height trusses spanning east to west.

In the south west corner of the site, (at the junction of Mansell Street and Royal Mint Street) the steel transfer structure helps form the building's main entrance. Positioned directly above the DLR lines, a 13m-long curved truss (with steel members bent to a radius of 7.7m) helps form the double-height lobby and feature corner elevation. The truss is supported on raking columns that are positioned either side of the tunnel, and restrained by orthogonal single and multi-storey trusses, positioned at levels one and three.

Summing up, Dominic Howson, IJM Land Project Director, says: "This is one of the most complex rail interfacing schemes ever attempted in London. It has taken a huge amount of collaboration between Network Rail, TfL and Midgard to achieve this level of progress. It shows what can be achieved on rail interfacing projects when you have the right team behind you and work in the right way."

88 Royal Mint Street is due to be complete in 2027. ■

Advanced fire design for steel transfers

For this scheme, Whitby Wood developed an integrated fire engineering design methodology for concrete structures supported on steel transfers.

In addition to conventional single member design checks, a unified approach ensured implications associated with global effects under fire conditions were considered across the structure.

This method, which proved to be particularly relevant for 88 Royal Mint Street's complex steel transfer systems, enhances efficiency and accuracy, and increases confidence in fire design for complex composite schemes. ■

Four 12m-high columns pierce the Victorian viaduct and support one elevation of the northern transfer structure.

"One of the advantages of using a steel-framed option for the transfer structures is the fact that they can be installed, section by section, during a number of rail possessions"

Landmark restoration

A central element of Earlestown's redevelopment plans is the restoration of its Grade II listed Town Hall and the addition of a steel-framed café extension.

Situated within Newton-le-Willows, Earlestown town centre is benefitting from a wide-ranging regeneration programme.

As well as the transformation of its historic market square and wider public realm improvements, the multi-million-pound scheme also includes the restoration of the Grade II listed Earlestown Town Hall.

The iconic red brick building and clock tower have been a key landmark and a beacon to the local industrial heritage since opening in 1893.

In recent times, the building predominantly operated as an administrative and community space, but closed in 2008 as it needed significant investment.

The Town Hall restoration is being delivered by St Helens Borough Council and ECF, and is backed by the Government's Levelling Up Fund. The internal works are now well advanced, following the successful completion of a £1 million external refurbishment, which will address the long-standing deterioration issues to the building's fabric, ensuring its future.

Main contractor HH Smith & Sons has undertaken a comprehensive enabling package, including a full strip-out of the structure. The company is also working closely with local heritage experts and skilled stonemasons to preserve as many of the original features as possible.

Within the existing building, the work will create community meeting rooms, flexible workspaces, a new courtyard garden and café area, together with public toilets, a changing place facility and wider accessibility and environmental improvements.

On the upper floor, the main hall's stage, which once played host to The Beatles, will be restored, enabling it to host regular theatre, music and dance productions again.

The hall will become more flexible, with the mezzanine removed to create more space and the introduction of retractable seating. This will form a new community asset that could host a variety of events and functions.

Alongside the hall's brickwork, there are some 19th Century steel elements, mostly beams positioned around the main staircase, which are being cleaned and preserved.

Supporting M&E equipment and creating new service openings, a small quantity of new steel beams are also being installed inside the Town Hall.

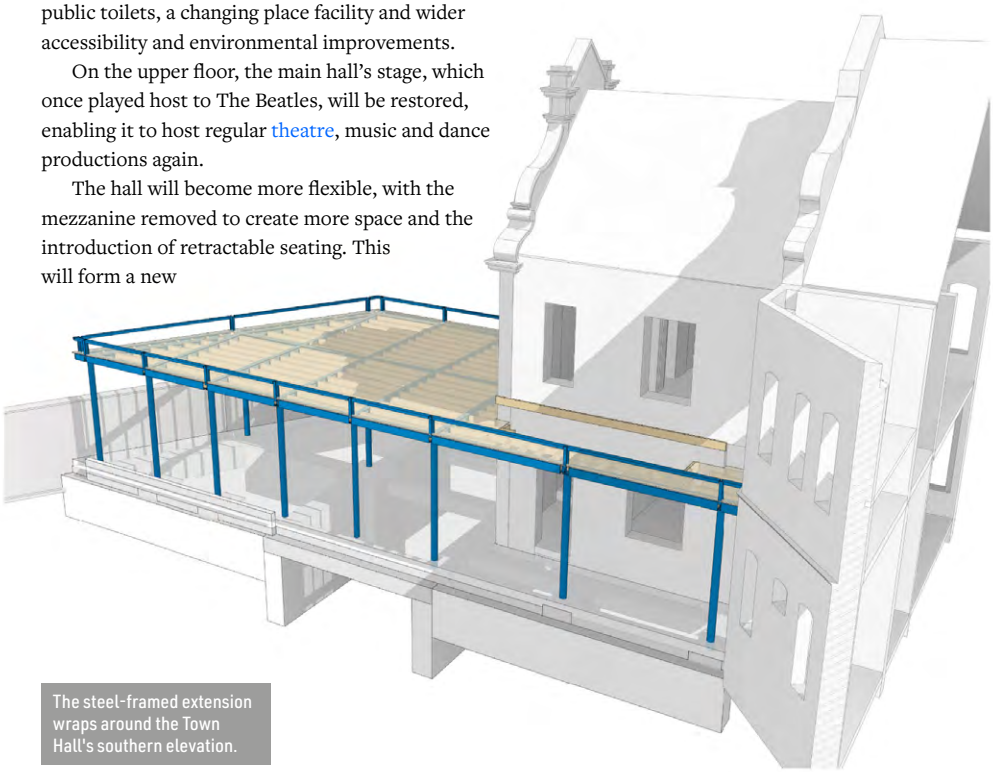
ECF Senior Development Manager Matt Whiteley, says: "The building has been central to the town's rich history and it's at the heart of its future. With a new range of uses and amenities, it will be a fantastic asset for local people and visitors alike."

Councillor Kate Groucutt, Deputy Leader and Cabinet Member for Business & Inclusive Growth, St Helens Borough Council, adds: "Earlestown Town Hall holds deep historical and emotional value for the community, and its restoration is not just about preserving the past, but creating a vibrant and inclusive future.

"We're delighted to be working with the project team to breathe new life into the building and ensure it remains a cornerstone of civic life for generations to come."

Complementing the Town Hall renovation work, an 11.9m-long × 8m-wide steel-framed extension has been erected along the building's southern elevation.

The plot was previously occupied by a 1960s-built annex, which was demolished as part of the project's enabling package.



The steel-framed extension wraps around the Town Hall's southern elevation.

The extension is structurally-independent and gains no support from the Town Hall.

The 3.5m-high steel frame will accommodate a community café and kitchen, overlooking a refurbished courtyard.

Wrapping around some existing doors, thereby negating the need to create a new access opening, the extension takes no support from the Town Hall and is structurally-independent.

With little space for locating bracings (one elevation is fully-glazed and two façades have glazing above the level of the surrounding courtyard wall), the design utilises roof level sway frames for its stability.

Sat on 1.5m-deep footings and a reinforced concrete slab, the frame includes a series of CHS columns that support steel beams and a flat timber roof. Internally, there is just one column, in the otherwise open-plan space.

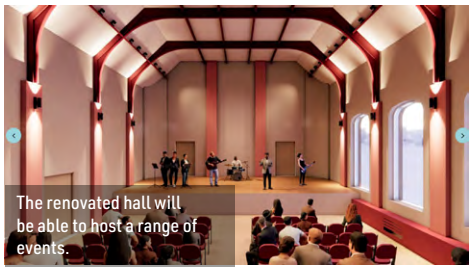
As well as fulfilling the architectural vision for the extension, the use of steelwork has also provided some sustainability benefits, as the material is inherently recyclable.

Excluding the CHS members, the project's steel has a 93.9% scrap metal content and was sourced from an Electric Arc Furnace (EAF) production facility.

The benefits of EAF steel are significantly lower in carbon emissions associated with its production. EAF production relies on melting recycled scrap metal and does not use traditional blast furnaces. Instead, it uses electricity rather than coke as the primary energy source.

The Earlestown Town Hall is on track to be complete in summer 2026. ■

FACT FILE
Earlestown Town Hall redevelopment
Main client: **St Helens Borough Council and ECF**
Architect: **Buttress Architects**
Main contractor: **HH Smith & Sons**
Structural engineer: **Heyne Tillett Steel**
Steelwork contractor: **BD Structures**
Steel tonnage: **6t**



The renovated hall will be able to host a range of events.

The majority of the steelwork was sourced from EAF production facilities.

Steel beams support a flat timber roof.

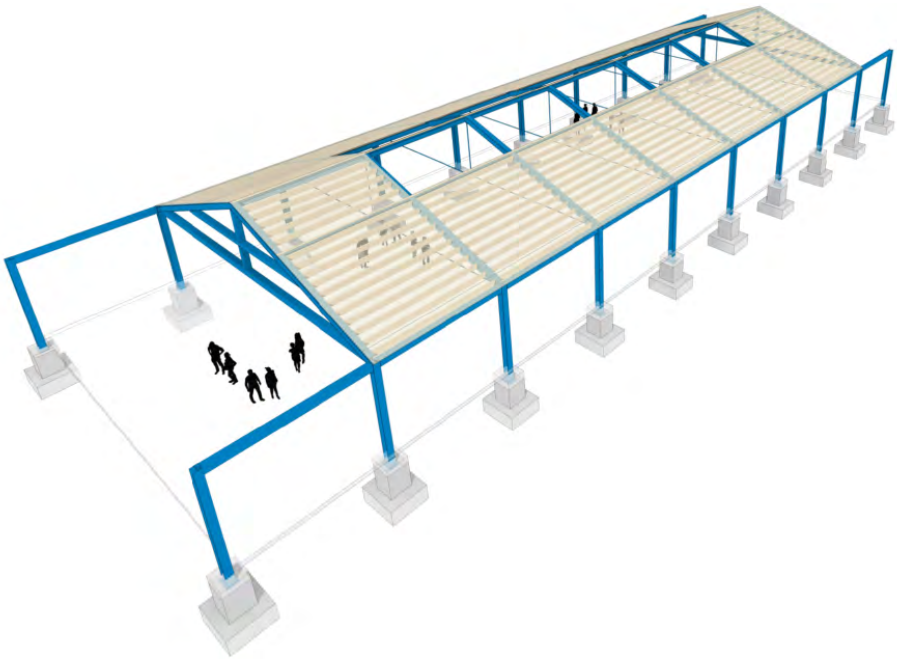
Market canopy

A key part of the Earlestown market square redevelopment includes the construction of a permanent market canopy that will provide sheltered trading space for up to 60 stalls.

The steel-framed structure will also allow the market to function year-round and in all weather conditions.

Being built by main contractor Eric Wright, the market canopy is 59.5m-long x 19.5m-wide and reaches a height of 8.5m at the roof ridge.

The remainder of the newly landscaped public square will continue to provide outdoor trading space on market days. ■



Royal Borough gets leisure boost

Structural steelwork, combined with glulam beams, has provided the design solution for a leisure centre stacked with sport and fitness facilities.

Construction work is progressing on the £44.5 million Kingston Leisure Centre, a major investment that will deliver a modern, community-focused facility, while also acting as a regeneration catalyst.

Located in the heart of Kingston town centre, the project has been carefully designed to respect and complement neighbouring heritage assets, including the listed Museum and Library buildings. It will also play a significant role in the borough's long-term vision to enhance wellbeing, connectivity and inclusivity through high-quality, sustainable public infrastructure.

Working on behalf of the Royal Borough of Kingston upon Thames, Alliance Leisure is delivering the new facility, while Places Leisure will be the operator.

Alliance Leisure Development Director, Tom Fairey, says: "This is the largest project we've ever delivered through the UK Leisure Framework. With a clear brief from the council to deliver the highest quality facilities within a carefully managed budget, we've brought together a team with a proven track record of success."

The main contractor for the steel-framed centre is Pellikaan Construction, a company that specialises in sport and leisure facilities. Its design and build ethos for such projects usually involves the use of steel, in order to achieve the speed of construction and the long column-free spans leisure and sports clubs require.

Commenting on the choice of steel, Roberts Limbrick Senior Associate Chris Kent, says: "The project was developed with a Whole Life Carbon Assessor to identify areas with the greatest carbon impacts, as well as opportunities for reuse or recycling of components.

"A carefully designed steel-frame provides the ability for steel sections to be easily reused at the building's end of life."

The main design difference from many other such schemes is the use of glulam beams to span over the centre's 25m, eight-lane main pool (which includes a moveable floor), as well as the first-floor sports hall and fitness gym.

"Glulam beams, supported by steel columns, were chosen to form the roofs over these three areas for aesthetic reasons, and will be left exposed within the completed scheme," says Pellikaan Construction Project Manager Mike Saddington.

Other facilities within the Kingston Leisure Centre include a 20m learner pool with interactive splash zone, health suite with sauna and steam room, group cycling studio, three activity studios, squash courts, soft play, and a café.

Work started on the project in May 2025, following the demolition of the previous leisure centre that occupied the site. Initially, the plot

FACT FILE
Kingston Leisure Centre
Main client: **Royal Borough of Kingston upon Thames**
Architect: **Roberts Limbrick**
Main contractor: **Pellikaan Construction**
Structural engineer: **Furness Partnership**
Steelwork contractor: **H Young Structures**
Steel tonnage: **340t**

The completed leisure centre will sit comfortably with the adjacent museum and library.

The project's design maximises the available footprint.

Glulam beams span the first-floor gym.

was levelled out, the crushed material left on site following the demolition was recycled and then a vibro compaction ground improvement process was undertaken. This was followed by the installation of shallow pad foundations, and the pool shell construction, in preparation for the erection of the steelwork.

Occupying the majority of the site, the steel frame was erected in a sequential programme, working west to east, with the final elements to be lifted into place, located close to the site's delivery entrance. For programme efficiency, the project's precast lift shaft, which sits in the middle of the frame, was installed before steelwork began, as it would have been difficult to lift it into place once the surrounding steel was in.

The steel frame forms a two-storey structure, with as many different facilities as possible, stacked up within the available footprint.

In this way, the aquatic facilities are on the ground floor, with the majority of the other spaces located at first-floor level.

The main pool, learner pool and an associated plant zone are all accommodated within concrete-formed substructures, which were excavated during the project's groundworks programme.

Located along the southern elevation, the aquatics zone (along with the café) takes up approximately half of the ground floor's footprint. The steel columns and beams around the pools have all been fully galvanized, protecting the sections from the completed aquatic zone's corrosive atmosphere.

The middle spine of the ground floor accommodates the wet change area, an admin office, reception and the main entrance.

The ground floor's northern elevation has a soft play area (which is a double-height space located next to the entrance), three studios and a plant room.

The main pool is positioned within a double-height hall, with a series of 25m-long glulam beams, supported on steel columns, forming the roof.

"Sourcing and installing the glulams, each weighing 4.5t, was part of our steelwork package," explains H Young Structures Managing Director Ian Peachment.

"Transported from Austria, they were then delivered to site at night, under police escorts, and with a road closure and traffic management in place, due to their length."

The first floor, which wraps around the double-height main pool hall, has a composite design, with steel beams supporting metal decking and a concrete topping.

Commenting on the steel composite flooring solution, Ed Pellow, Furness Associate Director, says using glulam beams to form some of the roofs is viable, but they would not be stiff enough for the leisure centre's first floor construction.

The first floor's largest space is the four-court sports hall, which is accommodated along the eastern elevation. It spans over the learner ▸18

"A carefully designed steel-frame provides the ability for steel sections to be easily reused at the building's end of life."

Sustainability, speed of construction and the ability to form long spans, were the reasons for choosing steelwork.


Large sections were delivered at night, with police escorts.

The leisure centre could be a catalyst for further town centre regeneration in Kingston.

▸17 pool, some of the changing rooms and the ground floor plant room.

This double-height space is topped with a series of 20m-long un-spliced glulam beams. Also on this floor, another series of slightly shorter (15m-long) glulams span over the single-storey fitness suite.

The remainder of the first floor accommodates the dry change area, health spa and squash courts.

Externally, the steel frame forms a canopy along the western elevation, creating a covered area for the main entrance. It will also be incorporated into a new pedestrian route between the leisure centre and the museum and library.

The scheme also includes significant improvements to the surrounding public realm, with enhanced landscaping and an improved play area and wildflower meadows.

The Kingston Leisure Centre is expected to open to the public in Spring 2027. ■

Galvanizing at Kingston

The exposed steelwork around the swimming pool at Kingston Leisure Centre is within a high-risk corrosion category – unusual for interior steelwork. David Brown of the SCI comments on the galvanized chosen protection system.

The environmental condition of steelwork in many buildings is benign and dry – so innocuous that steel which is not on show can often be left unpainted. A swimming pool environment is towards the other end of the scale, classed according to BS EN ISO 12944-2 as C4 "high" alongside chemical plants and structures immediately next to the sea. Robust protection is required, especially as the steelwork at the Kingston Leisure Centre is visible to the users – unsightly rust staining would be very unwelcome.

The solution at Kingston was to specify the steel to be hot-dip galvanized. This protection system is one of the three identified in a publication by Corus, *A corrosion protection guide: For steelwork in indoor swimming pools,* which can still be found on the internet. Updated information on appropriate protection systems for swimming pools can be found on www.steelconstruction.info

Careful detailing of the steel items to be galvanized is essential. Hollow sections (and similar voids) must be vented to eliminate the risk of an explosion during the dipping operation. Stiffeners and other welded attachments should have the corners cropped so that the molten zinc can flow around the item and drain, as the steel member is lifted from the bath.

As the galvanizing bath is typically around 450°C to 500°C, immersing an item can relieve residual stresses in fabricated members, which may lead to unwelcome deformations. If a complex welded arrangement with internal restraint is to be galvanized, advice from the company undertaking the process should be obtained. If a fabricated member is too long for the galvanizing bath (such as a truss), it may be necessary to "double dip" the item – immersing one end and then the other. The difference in temperature between the immersed part of the item and the part not yet coated can similarly lead to unwelcome deformations.

While many are content with the finished aesthetic of galvanized items, decorative coatings can be applied if required. The surface of the galvanized item must be treated before applying the decorative finish. In the harsh environment of a swimming pool, any decorative coating will require inspection and maintenance if the original condition is to be maintained.

For general advice on galvanizing, the website of the Galvanizers Association (galvanizing.org.uk) is a valuable resource. The resources include a map of the UK showing corrosion rates of hot dip galvanizing (for items in an external environment). ■

The BCSA's Responsible Coatings Professionals training course has been developed to improve industry standards of the specification, application and testing of protective and intumescent coatings for structural steelwork.

The short course provides attendees access to unrivalled training facilities, highly experienced industry professionals delivering the course, and hands-on practical experience to support the theory.

Endorsed by:

elcometer® | BCF British Coatings Federation

In Association with Hempel and Sherwin Willliams

Scan the QR code to see how you can become a Responsible Coatings Professional

BCSA

BCSA Limited, 4 Whitehall Court, Westminster, London SW1A 2ES
Tel: +44 (0) 20 7747 8133 • Email: marketing@bcsa.org.uk • Web: www.bcsa.org.uk

Steel frames dock on the Humber

Steelwork was considered to be the only viable framing solution for the project.

Associated British Ports is constructing the first phase of its major HELM industrial and logistics park at Immingham, one of the most significant developments of its kind in the Humber region.

Representing a major boost for local jobs and economic growth, Associated British Ports (ABP) has begun work on a large speculative warehouse and logistics development close to its two South Humber port facilities at Grimsby and Immingham.

To be completed in three phases, the initial phase at the 227-acre HELM industrial and logistics park will provide modern, purpose-built space for businesses operating in sectors including manufacturing, ports logistics, energy and engineering. A total of eight warehouse units will be accommodated within three steel portal-framed structures.

As part of the client's low-carbon development strategy, phase one at HELM is targeting BREEAM 'Excellent' and EPC A ratings.

Highlighting ABP's ambition and confidence in the area, further phases could provide another 102,000m² of logistics and manufacturing space, along with 90 acres of automotive open storage with on-site renewable energy generation and extensive biodiversity improvements.

Andrew Dawes, ABP Regional Director of the Humber ports, says: "The development of new business units is a clear demonstration of ABP's commitment to strengthening the UK's trade infrastructure and reinforcing the Humber's position as the UK's No.1 gateway for global commerce.

"This investment is not only central to our strategy of 'Keeping Britain Trading' but also plays a key role in supporting the energy transition through on-site renewable energy solutions.

"We are creating opportunities that benefit local communities, underpin regional prosperity, and secure the UK's competitiveness for the future."

The HELM site has historically been used as agricultural land and is strategically positioned

FACT FILE
HELM industrial and logistics park, Immingham
Main client: **Associated British Ports (ABP)**
Architect: **GGP Consult**
Main contractor: **CR Reynolds**
Structural engineer: **GGP Consult**
Steelwork contractor: **Billington Structures**
Steel tonnage: **400t**

"The development of new business units is a clear demonstration of ABP's commitment to strengthening the UK's trade infrastructure and reinforcing the Humber's position as the UK's No.1 gateway for global commerce."

Each of the eight units has a two-level internal office.

Flexibility is key to the design and units could be combined in the future to form larger warehouses.

directly adjacent to the A180 dual carriageway, leading to Grimsby and local motorway networks. The site is also connected to the Humber Link Road, the port connection road that links Immingham and Grimsby.

Main contractor CR Reynolds started work on site in September 2025, with an enabling package that included the installation of piled foundations to support the three steel frames and their ground floor slabs.

The piles are up to 14.5m-deep, and were the chosen foundation solution as the ground conditions are challenging, due to the proximity of the River Humber.

Once the groundworks for the three warehouse plots had been completed, Billington Structures were able to begin their six-week steel erection package.

As well as the fabrication, supply and erection of the steelwork, the company's work included installation of precast stairs (one in each unit), metal decking and edge protection.

GGP, the project's architect and structural engineer, says that like most similar projects in the UK, using steelwork was the only viable framing solution for this project, as speed of construction and long clear internal spans are an essential requirement.

The largest of the portal frames, accommodating units 7 and 8, was the first structure to be erected. It is positioned furthest from the site's entrance, and by starting with this structure, the erection team were able to sequentially work their way out of the plot. This made it easier for steel deliveries to be made and allowed the follow-on trades to start their work once each of the frames was installed.

A partition wall divides the largest warehouse in two, creating the slightly larger unit 8, which has a gross internal area (GIA) of 2,796m² and three loading doors, and unit seven with 2,050m² GIA and two loading doors.

Helping the scheme adapt to future tenant requirements and to create some structural flexibility, the internal configuration in each of the three warehouse structures can be altered, as partition walls could be removed, allowing tenants to create larger warehouse spaces by occupying multiple units.

Forming the required column-free internal space, the largest warehouse has a 10m-high × 46m-wide span. To erect the roof, which is supported by a series of 2.5t columns, individual roof rafters (measuring 23m-long and weighing up to 3.5t) were fabricated and delivered to site. Pairs of rafters were then bolted together on the ground to form the main span, before being lifted into place using two 70t-capacity mobile cranes.

Complementing the warehouse/logistics space, all of the project's eight units have internal two-storey offices, consisting of ground and first floors. The largest office block is in unit 8 (240m²), while the smallest (72m²) are in units 1 and 3.

In all of the offices, the first floor and internal roofs have been compositely formed with steel beams supporting metal decking and a concrete topping.

Following on from the initial warehouse, the two remaining, slightly smaller structures were erected simultaneously, using a single mobile crane for each building's steel frame.

Both of the structures have a similar design, with units 1, 2 and 3 housed in a 24m-span building, and units 4, 5 and 6 accommodated in a 29m-span warehouse.

The smaller warehouse units vary in size from 565m² (unit 3) up to 1,012m² (unit 5) and each has a single loading door.

Summing up, Humber Freeport CEO Simon Green says: "We're delighted to have worked with ABP and North East Lincolnshire Council to support the HELM development, which will create high-quality, sustainable industrial space for growing businesses in the energy, ports, manufacturing and engineering sectors.

"Developments like HELM reinforce the Humber's role as a gateway for international trade, broadening supply chain opportunities and underlining the region's status as a leading cluster for manufacturing, clean energy and logistics."

HELM industrial and logistics park, Immingham, phase one is due to complete in September 2026. ■

Eurocode early amendments – what have we done?

In this latest article, SCI's Dr Graham Couchman, former chairman of the 'Eurocode 4 committee', explains the process to create Generation 2 Eurocodes and gives some examples of amendments to EN 1994.

As we come towards the end of the roughly 20-year process to create Generation 2 Eurocodes three things are happening. The last of these will be a surprise to many readers. The codes themselves are starting to be published by national standards organisations – BSI in the UK. Those same bodies are creating National Annexes to allow the new codes to be used. So-called early amendments are being agreed upon in the various Eurocode committees.

Dr Graham Couchman's examples explain something of what has been done and illustrate some of the problems. So, as well as enquiring about what has taken place, 'what have we done' is also a rhetorical question, as the reasoning is not always obvious.

The development process

Once it had been decided to update the entire Eurocode suite, and funding had been secured from the European Commission, for each Eurocode Part a so-called Project Team (PT) was established. Members of each team were carefully chosen, although often from a very limited pool of applicants, to give a balance of experience (in particular trying to combine academics and practitioners), and a geographical balance to represent Europe. All members were bound by contracts – volunteers are notoriously difficult to manage, which is something we will refer to shortly. These Project Teams produced draft documents, reviewed at set stages by the sub-committees (SCs) responsible for each Eurocode part. For specific technical guidance, the PTs had access to so-called Working Groups (WGs), recognising that the SC was more of a 'political' vehicle including non-technical representatives from organisations such as national standards bodies. It was clear, certainly in the Eurocode 4 context, that the WG would respond to requests from the PTs, not drive the work. The situation was not the same with Eurocode 3. Working Groups are officially recognised by CEN, and open to any volunteer proposed by their national standards body. Clearly that brings dangers as a given member state could attempt to dominate a WG if it had sufficient credible experts, and members of these groups are volunteers. So the process was OK, if potentially flawed and open to abuse.

A problem then arose because according to CEN rules a WG is needed to confirm acceptability of the final technical content of a new code. So, the care to achieve balanced views from PTs was potentially jeopardised. The documents that are now appearing have been finalised (technically) by WGs, responding to late comments made on drafts and in some cases undoing good work from a PT. It is also the case that the WGs are dominated by academics, for many of whom the temptation to resist on-going tinkering seems too strong! One or two countries dominate the WGs for composite and indeed steel construction.

Early amendments

Some believe that early amendments have always been inevitable, if just to update cross-references as new Eurocode parts are published. The first parts published could not refer to documents that were not yet in the public domain. I would argue that is not a valid excuse. The first documents published cannot really be used anyway because they do not form part of a coherent set, and the National Annexes are still not available. It would have made far more sense, to me at least, to hold them back and publish them all in one go, including the NAs. It is understood that some countries plan to use this approach.

Cross-references aside, the opportunity has been taken, I suggest from those in WGs and maybe SCs, to make technical changes to what was created perhaps by others. The overarching committee that governs all this, CEN/TC250, is trying to limit changes to 5%, but it seems there are always excuses to include more.

Not claiming that the trends shown by these are necessarily representative of all Eurocodes, although it would seem quite likely, a review of some of the planned early amendments to BS EN 1994-1-1[1] is illustrative of some frustrating trends in the Generation 2 documents themselves and their amendments. Some of the changes may not be needed at all, because they would rarely affect practice, or only make a marginal difference to the 'final answer'. Some indicate a possibly unnecessary desire to reach perfection. There is also a growing trend, evident throughout the Generation 2 process, to produce equations that lack transparency and include indices to three decimal places – enough to raise the eyebrows of a pragmatic engineer. Although it could be argued that design complexity is not overly important when software is used, a growing problem is that of sanity checking output from software when design is based on complex codes.

Planned Eurocode 4 early amendments

Many of the amendments proposed for Part 1-1 are editorial. These include correcting numerous variable notations and their definitions, and minor 'tweaks' of English. Whilst annoying, one would imagine a reader would have been able to overcome these 'errors' without needing an amendment. One can also imagine that the amendment process has still failed to pick up all such 'problems'.

Beta factors applied to moment resistance – was such a change from Generation 1 ever needed?

A simplified method for determining cross-section resistance includes the use of a beta factor to reduce the plastic moment resistance of some cross-sections to avoid the concrete crushing before the steel has sufficiently yielded. Steel strength and relative depth of slab are important and when combined could result in so-called strain-governed design in fairly unusual cases. Changes in Generation 2 include that this now affects S355 beams, not just S420/460, and that the beneficial effects of partial shear connection are taken into account (see Figure 1).

Reworking the example given in P359[2] – we are in the process of updating this composite guide to cover Generation 2 – suggests this update adds about one and a half pages to the S355 example. As it is a beam with low shear connection (57%), the impact is a trivial reduction in the moment resistance of 1.8%. With full shear connection it would have been 3.2%. Given most composite beams have partial connection, and many are governed by serviceability criteria it hardly seems worth the extra effort.

An early amendment corrects the editorial mistake in the Generation 2 document where formulae for S355 and S460 beams were interchanged (an error in Figure 8.3). Unfortunately, 'doing it right' using the planned amendment makes the extra effort for this beam seem even more pointless, as using the correct equation the 'beta reduction' for this example is now only 0.59%! Perhaps the Generation 1 approach of not needing to check S355 beams was a sensible pragmatic approach appropriate for most beams? And there I think lies one of the problems – using powerful numerical tools results can be obtained for beams that are so far from the ordinary they may never be built, yet several rules in Eurocode 4 have been made more complex and conservative in order to cover these extremely unusual cases.

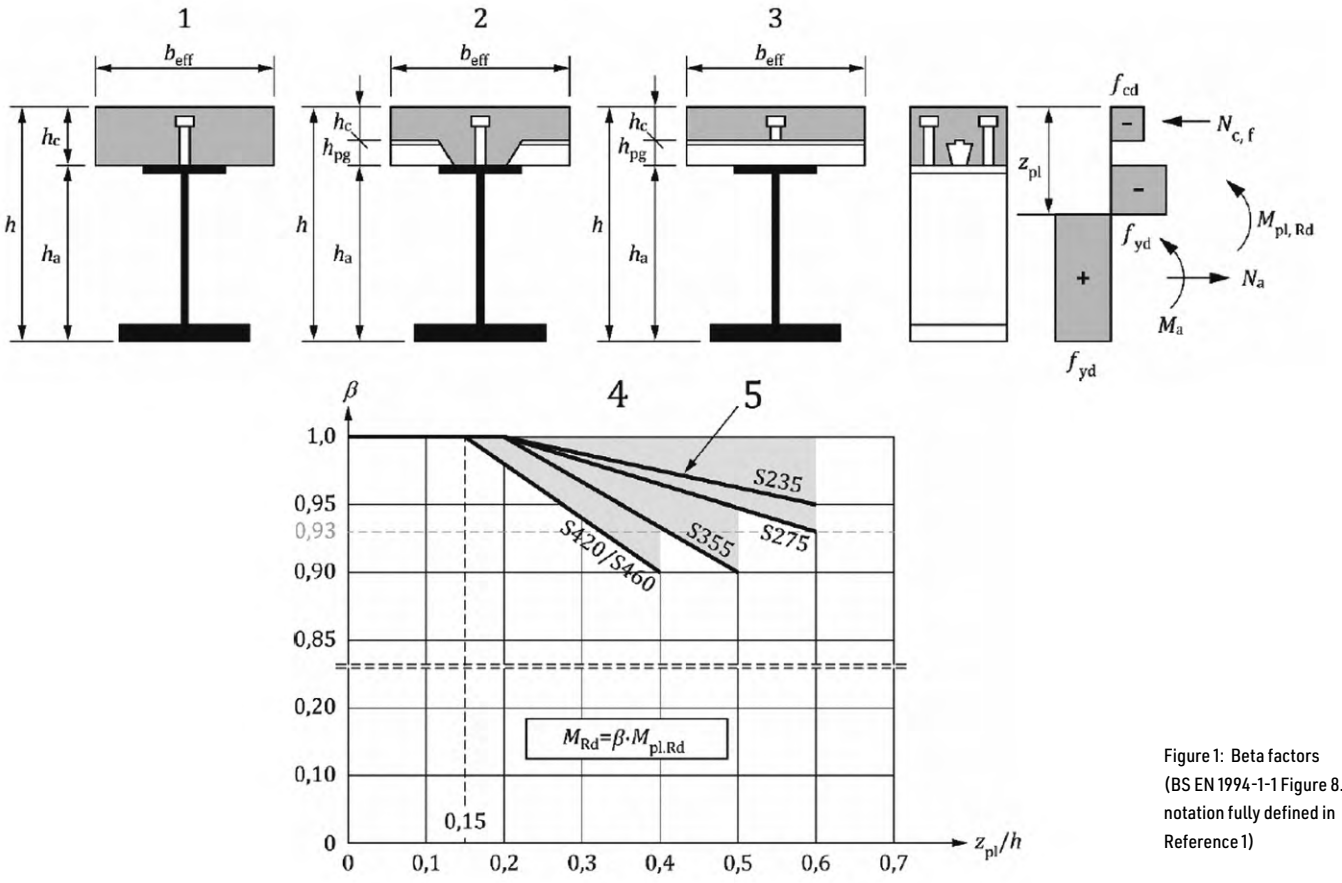


Figure 1: Beta factors (BS EN 1994-1-1 Figure 8.3, notation fully defined in Reference 1)

Crack control – who cares?

A new (informative) Annex K is proposed. This has the title 'guidance for the application of clause 9.2.3 refined control of cracking of BS EN 1992-1-1[3] to composite structures'. This was work carried out relatively late in the process of evolving EN 1992, and due to lack of time to properly assess it, it was rejected as a late change, by those developing EN 1994. The annex is almost three pages long and the words 'refined control' are striking. Given how rarely one needs to give consideration to accurate crack control of composite slabs, most of which are used in internal environments and for which the 'deemed to satisfy' guidance concerning minimum area of reinforcement, bar size and spacing is described in the code itself as 'simple and conservative', it all seems rather pointless. It is unlikely that the UK will adopt this annex.

Changes that lack transparency, and perhaps logic, and are of their time

The below example concerns the 'SLS stiffness' of shear studs, which is used to determine how much extra beam deflection one gets with low degrees of shear connection. For information, there was a much simpler approach given in P405[4] (taken from BS 5950-3.1[5]) which seems more appropriate for a deflection check unless the shear connection is unusual (e.g. demountable connectors could be significantly less stiff than welded studs so the P405 approach might not apply). The form of the equation below betrays how many new rules have been developed, namely through analysis of large amounts of data apparently without applying consideration of what is physically happening. One cannot help but imagine that if new data came to light some of the second-place decimals in the indices would change! I would also question whether the apparent level of accuracy is appropriate – load-slip curves for shear studs are not exactly bi-linear and the equations below predict stiffness at 50% of the characteristic resistance. Refining that 50% value would change things. The expression below gives stiffnesses that are considerably higher than those that have been traditionally assumed (e.g. 100 kN/mm for a 19mm stud in a solid slab), although the latter have normally been used to assess ULS behaviour. But there is no need for concern over higher values than expected because the beam deflection is very insensitive to connector stiffness anyway!

The proposed expression for the stiffness (for use in beam deflection calculations) of a shear stud in transverse decking is a function of familiar material properties, some geometric terms (height and diameter of the stud), number and position (e_t) of studs in a trough, and a fiddle factor k_s - 1.00 when studs are thru-deck welded (0.89 if not). An alternative expression is given for studs in a solid slab.

$$k_{sc} = \frac{e_t^{0.64} f_u^{1.89} (1 - 0.17 n_r)}{d^{1.92} f_{cm}^{0.62}} \left[1 - 0.1 \frac{h_{sc}}{d}\right] k_{sw}$$

A curve fitting approach that results in numbers to two or three decimal places in some expressions is amusing taken in the context of the new Annex G for resistance of shear connectors in transverse trapezoidal sheeting. The UK will not adopt this informative annex because the answers it gives are erratic and generally conservative. It's ironic because that is the result of a research team who sought a credible mechanical model rather than use the traditional approach of considering lots of push-test results. It seems the credible model was not able to include all the relevant variables whilst still remaining simple enough to use (which it barely is).

Conclusions

The programme to develop Generation 2 Eurocodes had many objectives, and was huge. While some good things have come out of it, with new and improved rules and scopes that reflect modern construction, there are also undeniably poor things as well. Some of the new rules add complexity to design, add conservatism despite no evidence of failures, and may have little relevance to practical solutions. Other changes add complexity but make little difference to the 'answer' for practical designs. In future I would propose that code writers should 'sanity check' changes against some pragmatic metrics, to ensure the 'cost-benefit' is worthwhile before imposing them on designers. ■

References

1. BS EN 1994-1-1 – Eurocode 4 - Design of composite steel and concrete structures - Part 1-1: General rules and rules for buildings. BSI, 2026
2. P359 Composite Design of Steel Framed Buildings. SCI, 2011
3. BS EN 1992-1-1 – Eurocode 2 – Design of concrete structures. General rules and rules for buildings, bridges and civil engineering structures. BSI, 2023
4. P405 Minimum degree of shear connection rules for UK construction to Eurocode 4. SCI, 2015
5. BS 5950-3.1:1990 Design in composite construction. Code of practice for design of simple and continuous composite beams. BSI.

BCSA

Make sure your Steelwork Contractor is RQSC approved

Image courtesy of William Hare Limited

Specify an approved company from the Register of Qualified Steelwork Contractors for Buildings, to ensure your project meets the Building Safety Act requirements. As of October 3rd 2023 it became mandatory in the NSSS 7th edition, 1st Revision that all Steelwork Contractors are RQSC approved.

Tel: 020 7839 8566
Email: postroom@bcsa.org.uk
Web: www.bcsa.org.uk/buildings-directory

RQSC

The Register of Qualified Steelwork Contractor **Buildings**

AD 554:
Internal pressure and large openings

SCI's advisory desk sometimes gets asked about calculating the internal pressure coefficients in buildings with large openings and whether the situation should be considered for the ultimate limit state or as an accidental design situation. The purpose of this AD Note is to provide clarification.

If a building has large openings then two checks must be made to determine how to calculate the internal pressure coefficient.

The first check (clause 7.2.9 (2) of BS EN 1994-1-1) should be completed for the ultimate limit state. The check is to determine whether there are openings in at least two sides of a building (including the roof) that amount to more than 30% of the area in each side or roof. If there are, then the building should be treated as either:

- a free standing canopy roof in accordance with clause 7.3 (if there are at least two open walls) or
- a free standing wall in accordance with clause 7.4 (if there is no roof such as a building during renovation).

The openings of a building include the background leakage through the building envelope. Clause NA.2.30 of the UK National Annex to BS EN 1991-1-4 provides typical values of permeability of construction in the UK but notes that modern construction methods are likely to lead to lower values.

The Designers' Guide to EN 1991-1-4 says that clause 7.3 of EN 1991-1-4 gives values only for the canopy roof, and not for any associated wall, which gives a problem for open-sided buildings such as grandstands. Clause 3.6 of PD 6688-1-4 (taken from BS 6399-2:1997) gives values of internal pressure coefficients for open-sided buildings that have a roof and at least one wall which may be used to make up deficiency of wall values.

The second check is to assess whether the opening is a dominant opening. In accordance with clause 7.2.9(3), where an external opening, such as a door or a window, would be dominant when open but is considered to be closed in the ultimate limit state, during severe windstorms, the condition with the door or window open should be considered as an accidental design situation. As noted in PD 6684-1-4, "Alternative verifications may be appropriate in particular cases, for example, where emergency services might need to have access even during extreme winds. In such cases where relevant, the effect of dominant openings will need consideration in conjunction with extreme winds".

As explained in clause 7.2.9(4), a dominant opening occurs if the area of openings on any one face is at least twice the area of openings in the other faces of a building including background leakage through the building envelope.

The internal pressure is taken as a proportion of the external pressure at the dominant opening. When the dominant opening area is twice the area of other openings, the internal pressure is 75% of the external pressure at the dominant opening. When the dominant opening area is three times the area of other openings, the internal pressure is 90% of the external pressure at the dominant opening. Values of dominant openings between two and three may be linearly interpolated. The position of the opening is therefore very important, resulting in increased internal pressures or suctions, depending on the wind direction.

The condition where the openings are closed should also be considered.

For further information, see BRE DG 436-1.

Contact: **Liam Dougherty**
Telephone: **01344 636555**
Email: **advisory@steel-sci.com**

SSDA
1985

Factory, Livingston, Lothian

For W L Gore Associates

COMMENDATION

Architects:
Michael Laird & Partners
Structural Engineers:
Ove Arup & Partners
Steelwork Contractors:
Ward Bros (Sherburn) Limited

Judges' Comments:
The imaginative design and form of the glazed entrance lobby and office facades around an orthodox portal frame structure has provided an elegant and economical industrial building.

Scheme design started towards the end of October 1982 when the Architect's brief was for a high quality building with natural stone cladding along the office elevations, mono-pitch glazing and a fully glazed reception area leading into an internal atrium. The space was to contain 3,500m^2 of production area with a clear height at the eaves of 13m and about 1,500m^2 of offices on ground and first floor. The roof had also to slope down at 6° to. an internal gutter to hide roof penetrations.

Early in the scheme design stage it was realised that speed and flexibility of construction would best be achieved using structural steelwork as the primary support frame. In the production area, the client required a minimum number of columns, therefore large spans had to be considered. Structural steelwork was used again here with castellated rafters spanning 24 metres. Above the rafters in the eaves zone, a secondary light frame was used and through this zone services were made to pass and run around the production area, allowing the client to tap into whatever services he required and drop down to the particular work station.

The main supporting structural members under the first floor slab act compositely with it thus allowing the weight of the sloping stone cladding units to be supported on the slab without the need for a further column in the ground floor. The offices are connected to the production area by sloping glass. This required a minimum number of structural supports as light had to penetrate down through this glazing to the back of the offices. Fire protection was achieved using intumescent paint to the exposed steelwork and sprayed vermiculite cement to unexposed steelwork.

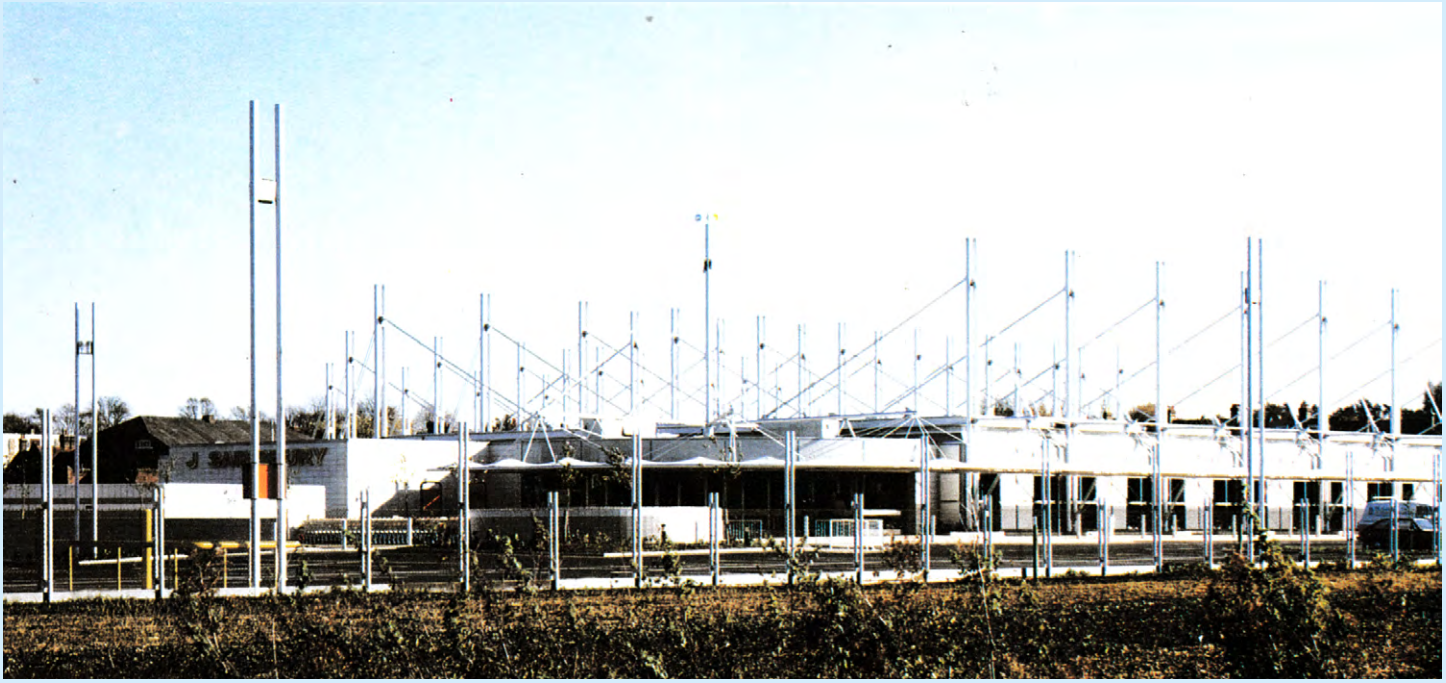
Detailed design started in December 1982 and the project was completed in August 1984.

350 tonnes of structural steel were used, the main double bay portal weighing 181 tonnes and the remainder being in the office, plant deck and mezzanine support structure.

SSDA
1985

Supermarket, Canterbury, Kent

For J Sainsbury plc



COMMENDATION

Architects:
Ahrends, Burton & Koralek in association with J Sainsbury plc
Structural Engineers:
Ernest Green & Partners
Steelwork Contractors:
Tubeworkers Ltd

Judges' Comments:
The use of steel masts and a suspended roof structure provides a strong and identifiable image for the supermarket without the bulk of the building becoming obtrusive. The structure is well made, carefully detailed and a delight to the eye.

The design for the supermarket was the winning entry in a limited competition promoted by Sainsbury's in 1982.

The site lies to the east of the city centre with open views of the city dominated by the cathedral. The building consists of three linked clear span spaces for sales, storage and preparation and goods receiving. Flat roofs are supported on slender steel beams which are suspended from tubular steel masts by stayed tie rods. The silver coloured masts and ties give height and vertical emphasis to an otherwise low lying building on a rather featureless site and provide a visual echo of the tower and pinnacles of the distant cathedral.

The superstructure consists of two distinct elements. The principal element is the clear span suspended steelwork structure, which encompasses the sales, bulk stock and unloading areas with a total of 18 bays at 7m centres and widths of 23-36m. This structure is designed to provide large clear span spaces entirely free of fixed structural elements.

Dropped roofs of 4m width separate these 3 areas and are used for major plant location. The minor elements of the superstructure, are generally of conventional steelwork beam and column construction, with the exception of the lobby area which is also of suspended design. A canopy is suspended from the mast stays along the length of the shop front terminating in a quarter circle at the entrance lobby giving visual emphasis to the main entrance.

All main column masts are twin 245mm SHS at 500mm centres with welded stiffener/connection plates located in pockets in the pilecaps All main rafters are universai.sections and are supported from the top of the twin column masts at approximately ⅓ points on the 36m span, and at mid point on the 23m spans. The suspension system generally consists of twin 60mm diameter solid rods, with turnbuckles for adjustment. Castings are welded to the rod ends and are connected to the plates attached to he columns and rafters by 75mm diameter stainless steel pins.

The roof is of metal deck construction contained within the main rafter depth resulting in a total roof thickness of only 400mm.

Fabrication was carried out to tight tolerances and this ensured correct fit during erection which was essential both in terms of speed of erection and final appearance.

All steelwork is grade 50 and was grit blasted at the works. The surface treatment, mostly works applied, Is finished with a 'silver' metallic polyurethane paint to a high specification.

The total area of the building is 4,000m² and the entire building operation was completed in under 12 months.

Originally published in BCSA NEWS, February 1986

RQSC | The Register of Qualified Steelwork Contractors Scheme **Buildings**

Steelwork contractors for buildings

BCSA

The Register of Qualified Steelwork Contractors Scheme for Buildings (RQSC – Buildings) is open to any Steelwork Contractor who has a fabrication facility within the UK or European Union.

Applicants may be registered in one or more Buildings category to undertake the fabrication and the responsibility for any design and erection of:

- **C** Heavy industrial platework for plant structures, bunkers, hoppers, silos etc
- **D** High rise buildings (offices etc over 15 storeys)
- **E** Large span portals (over 30m)
- **F** Medium/small span portals (up to 30m) and low rise buildings (up to 4 storeys)
- **G** Medium rise buildings (from 5 to 15 storeys)
- **H** Large span trusswork (over 20m)
- **J** Tubular steelwork where tubular construction forms a major part of the structure
- **K** Towers and masts
- **L** Architectural steelwork for staircases, balconies, canopies etc
- **M** Frames for machinery, supports for plant and conveyors
- **N** Large grandstands and stadia (over 5000 persons)
- **Q** Specialist fabrication services (eg bending, cellular/castellated beams, plate girders)
- **R** Refurbishment
- **S** Lighter fabrications including fire escapes, ladders and catwalks

FPC Factory Production Control certification to BS EN 1090-1
1 – Execution Class 1 2 – Execution Class 2
3 – Execution Class 3 4 – Execution Class 4

BIM BIM Level 2 assessed

QM Quality management certification to ISO 9001

SCM Steel Construction Sustainability Charter
● = Gold ● = Silver, ● = Bronze, ● = Certificate

Notes
(1) Contracts which are primarily steelwork but which may include associated works. The steelwork contract value for which a company is pre-qualified under the Scheme is intended to give guidance on the size of steelwork contract that can be undertaken; where a project lasts longer than a year, the value is the proportion of the steelwork contract to be undertaken within a 12 month period.

Where an asterisk (*) appears against any company's classification number, this indicates that the assets required for this classification level are those of the parent company.

BCSA steelwork contractor member	Tel	C	D	E	F	G	H	J	K	L	M	N	Q	R	S	QM	FPC	BIM	SCM	Guide Contract Value (1)
A C Bacon Engineering Ltd	01953 850611			●	●	●	●				●			●		✔	2			Up to £6,500,000
Adey Steel Ltd	01509 556677			●	●	●	●	●	●	●	●		●		●	✔	3		●	Up to £5,000,000
Adstone Construction Ltd	01905 794561			●	●	●	●	●								✔	2	✔	●	Up to £3,400,000
AJ Engineering & Construction Services Ltd	01309 671919			●	●		●		●	●	●			●	●	✔	4		●	Up to £3,400,000
Angle Ring Company Ltd	0121 557 7241												●			✔	4			Up to £1,200,000
Arminhall Engineering Ltd	01799 524510	●			●	●		●		●	●			●	●	✔	2		●	Up to £2,400,000
Arromax Structures Ltd	01623 747466			●	●	●	●	●	●	●	●				●		2			Up to £1,200,000
ASD Westok Ltd	0113 205 5270	●	●	●	●	●	●			●	●	●	●		●	✔	4		●	Up to £6,500,000
ASME Engineering Ltd	020 8966 7150	●		●	●	●		●	●	●	●		●	●	●	✔	4		●	Up to £6,500,000
Atlasco Constructional Engineers Ltd	01782 564711			●	●	●	●			●	●			●	●	✔	2			Up to £1,200,000
BD Structures Ltd	01942 817770			●	●	●	●				●	●		●	●	✔	3	✔	●	Up to £2,400,000
Barnshaw Section Benders Ltd	0121 557 8261												●			✔	4			Up to £1,200,000
BHC Ltd	01555 840006	●	●	●	●	●	●	●	●	●	●	●		●	●	✔	4	✔	●	Above £10,000,000
Billington Structures Ltd	01226 340666		●	●	●	●	●	●		●		●	●	●		✔	4	✔	●	Above £10,000,000
Bourne Group Ltd	01202 746666		●	●	●	●	●	●	●	●	●	●	●	●	●	✔	4	✔	●	Above £10,000,000
Briton Fabricators Ltd	0115 963 2901	●		●	●	●	●	●	●	●	●		●	●	●	✔	4		●	Up to £6,500,000
Cairnhill Structures Ltd	01236 449393	●			●	●	●	●	●						●	✔	4		●	Up to £6,500,000
Caunton Engineering Ltd	01773 531111	●	●	●	●	●	●	●		●	●	●		●	●	✔	4	✔	●	Above £10,000,000
Cementation Fabrications	0300 105 0135	●	●	●	●	●	●	●	●	●	●	●	●	●	●	✔	3		●	Up to £10,000,000
CMF Ltd	020 8844 0940				●		●	●		●	●				●	✔	4			Up to £6,500,000
Coventry Construction Ltd	024 7646 4484	●	●	●	●	●	●	●	●	●	●		●	●	●	✔	4			Up to £2,400,000
D H Structures Ltd	01785 246269			●	●		●				●						2			Up to £600,000
Duggan Steel	00 353 29 70072		●	●	●	●	●	●			●					✔	4			Above £10,000,000
D Hughes Welding & Fabrication Ltd	01248 421104				●	●	●	●	●	●	●		●	●	●	✔	4			Up to £600,000
ECS Engineering Services Ltd	01773 860001	●		●	●	●	●	●	●	●	●			●	●	✔	4		●	Up to £3,400,000
Elland Steel Structures Ltd	01422 380262		●	●	●	●	●	●	●	●	●	●		●	●	✔	4	✔	●	Up to £10,000,000
Embrace Steel Group Ltd	01748 810598	●	●	●	●	●	●			●	●	●	●	●	●	✔	4			Up to £10,000,000
EvadX Ltd	01745 336413		●	●	●	●	●	●		●	●	●			●	✔	3		●	Up to £2,400,000
Four-Tees Engineers Ltd	01489 885899	●		●	●		●	●	●	●	●		●	●	●	✔	3		●	Up to £3,400,000
Fullpen Fabrications Ltd	0203 6335586	●		●	●	●	●			●	●				●		3			Up to £500,000
BCSA steelwork contractor member	**Tel**	**C**	**D**	**E**	**F**	**G**	**H**	**J**	**K**	**L**	**M**	**N**	**Q**	**R**	**S**	**QM**	**FPC**	**BIM**	**SCM**	**Guide Contract Value (1)**

BCSA steelwork contractor member	Tel	C	D	E	F	G	H	J	K	L	M	N	Q	R	S	QM	FPC	BIM	SCM	Guide Contract Value (1)
G & L Environmental Ltd	01634 252288									●	●			●	●	✔	3			Up to £500,000
G.R. Carr (Essex) Ltd	01286 535501	●		●	●			●			●			●	●	✔	4			Up to £1,200,000
Gorge Fabrications Ltd	0121 522 5770				●	●	●	●		●	●			●	●	✔	3			Up to £1,200,000
H Young Structures Ltd	01953 601881			●	●	●	●	●			●			●	●	✔	4	✔	●	Up to £5,000,000
Had Fab Ltd	01875 611711	●			●		●	●	●	●	●		●	●	●	✔	4			Up to £6,500,000
HBE Services Ltd	01525 854110				●	●				●				●	●	✔	3			Up to £1,200,000
Hescott Engineering Company Ltd	01324 556610			●	●	●	●	●		●					●	✔	2			Up to £3,400,000
Hillcrest Structural Steel Ltd	023 8064 1373			●	●	●	●	●		●	●			●	●	✔	3		●	Up to £3,400,000*
Intersteels Ltd	01322 337766	●			●	●	●	●	●				●	●	●	✔	3	✔		Up to £5,000,000
Jamestown Manufacturing Ltd	00 353 45 434 288		●	●	●	●	●	●	●	●		●	●			✔	4			Up to £10,000,000
Kiernan Structural Steel Ltd	00 353 43 334 1445		●	●	●	●	●	●		●	●	●	●	●	●	✔	4	✔	●	Above £10,000,000
Leach Structural Steelwork Ltd	01995 642000			●	●	●	●	●			●					✔	3		●	Up to £6,500,000
Legge Steel (Fabrications) Ltd	01592 205320			●	●					●	●			●	●		2			Up to £600,000
Littleton Steel Ltd	01934 311670			●	●	●	●	●		●	●			●	●	✔	3			Up to £1,200,000
Loaninghill Fabrication Company Ltd	01506 858466				●			●	●	●	●			●	●		3			Up to £600,000
M Hasson & Sons Ltd	028 2957 1281			●	●	●	●	●	●	●	●			●	●	✔	4		●	Up to £1,400,000
M.J. Patch Engineering Ltd	01275472279				●					●	●			●	●	✔	3			Up to £600,000
M&S Engineering Ltd	01461 40111				●		●		●	●	●		●		●	✔	3			Up to £2,400,000
Mackay Steelwork & Cladding Ltd	01862 843910			●	●		●			●	●			●	●	✔	4		●	Up to £2,400,000
Midland Structures Limited	01384 411201			●	●	●	●	●	●	●	●		●	●	●	✔	3			Up to £5,000,000
Murphy International Ltd	00 353 45 431384	●		●	●	●	●	●	●	●	●			●	●	✔	4		●	Up to £6,500,000
Nationwide Structures Ltd	01924365883			●	●	●	●				●			●		✔	4			Up to £10,000,000
Newbridge Engineering Ltd	01429 866722	●	●	●	●	●	●	●			●	●				✔	4		●	Up to £2,400,000
North Lincs Structures	01724 855512			●	●					●					●	✔	2			Up to £600,000
Painter Brothers Ltd	01432 374400				●				●	●	●			●	●		3			Up to £5,000,000*
Peter Marshall (Steel Stairs) Ltd	0113 307 6730				●	●				●	●				●	✔	3			Up to £2,400,000*
PMS Fabrications Ltd	01228 599090			●	●	●	●		●	●	●			●	●		3			Up to £3,400,000
REIDsteel	01202 483333			●	●	●	●	●	●	●	●	●	●		●	✔	4		●	Above £10,000,000
SAH Luton Ltd	01582 805741			●	●	●				●				●	●		2			Up to £600,000
Severfield plc	01845 577896	●	●	●	●	●	●	●	●	●	●	●	●	●	●	✔	4	✔	●	Above £10,000,000
Shaun Hodgson Engineering Ltd	01553 766499	●		●	●		●			●	●			●	●	✔	3			Up to £1,200,000
Shipley Structures Ltd	01400 251480		●	●	●	●	●		●	●	●			●	●	✔	3			Up to £2,400,000
Snashall Steel Fabrications Co Ltd	01300 345588			●	●	●	●	●			●			●	●	✔	3	✔	●	Up to £3,400,000
Southern Fabrications (Sussex) Ltd	01243 649000				●	●				●	●			●	●	✔	2			Up to £1,200,000
Stage One Creative Services Ltd	01423 358001				●		●	●	●	●	●		●			✔	2			Up to £6,500,000
Steel & Roofing Systems	00 353 56 444 1855	●		●	●	●	●	●	●	●	●	●		●	●	✔	4			Up to £10,000.000
TSI Structures Ltd	01603 720031			●	●	●	●	●			●			●			2	✔		Up to £3,400,000
W I G Engineering Ltd	01869 320515				●					●	●			●	●	✔	2		●	Up to £600,000
Walter Watson Ltd	028 4377 8711			●	●	●	●	●				●				✔	4		●	Above £10,000,000
Westbury Park Engineering Ltd	01373 825500	●		●	●	●	●	●	●	●	●				●	✔	4		●	Up to £1,200,000
William Haley Engineering Ltd	01278 760591			●	●	●	●				●		●			✔	4			Up to £6,500,000
William Hare Ltd	0161 609 0000	●	●	●	●	●	●	●	●	●	●	●	●	●	●	✔	4	✔	●	Above £10,000,000

Non BCSA member	Tel	C	D	E	F	G	H	J	K	L	M	N	Q	R	S	QM	FPC	BIM	SCM	Guide Contract Value (1)
Eden Fabrications	02825 821000			●	●	●	●	●		●	●		●		●	✔	3			Up to £1,200,000
Non BCSA member	**Tel**	**C**	**D**	**E**	**F**	**G**	**H**	**J**	**K**	**L**	**M**	**N**	**Q**	**R**	**S**	**QM**	**FPC**	**BIM**	**SCM**	Guide Contract Value (1)

RQSC | The Register of Qualified Steelwork Contractors Scheme **Bridgeworks**

Steelwork contractors for bridgeworks

BCSA

The Register of Qualified Steelwork Contractors Scheme for Bridgeworks (RQSC – Bridgeworks) is open to any Steelwork Contractor who has a fabrication facility within the UK or European Union.

Applicants may be registered in one or more category to undertake the fabrication and the responsibility for any design and erection of:

- **FB** Footbridges
- **CF** Complex footbridges
- **SG** Sign gantries
- **PG** Bridges made principally from plate girders
- **TW** Bridges made principally from trusswork
- **BA** Bridges with stiffened complex platework (eg in decks, box girders or arch boxes)
- **CM** Cable-supported bridges (eg cable-stayed or suspension) and other major structures (eg 100 metre span)
- **MB** Moving bridges
- **SRF** Site-based bridge refurbishment
- **FRF** Factory-based bridge refurbishment
- **AS** Ancilliary structures in steel associated with bridges, footbridges or sign gantries (eg grillages, purpose-made temporary works)
- **QM** Quality management certification to ISO 9001
- **FPC** Factory Production Control certification to BS EN 1090-1
  1 – Execution Class 1 2 – Execution Class 2
  3 – Execution Class 3 4 – Execution Class 4
- **BIM** BIM Level 2 compliant
- **SCM** Steel Construction Sustainability Charter
  ● = Gold ● = Silver ● = Bronze ● = Certificate

Notes

(1) Contracts which are primarily steelwork but which may include associated works. The steelwork contract value for which a company is pre-qualified under the Scheme is intended to give guidance on the size of steelwork contract that can be undertaken; where a project lasts longer than a year, the value is the proportion of the steelwork contract to be undertaken within a 12 month period.

Where an asterisk (*) appears against any company's classification number, this indicates that the assets required for this classification level are those of the parent company.

BCSA steelwork contractor member	Tel	FB	CF	SG	PG	TW	BA	CM	MB	SRF	FRF	AS	QM	FPC	BIM	NHSS 19A	NHSS 20	SCM	Guide Contract Value (1)
Adey Steel Ltd	01509 556677	●	●	●	●	●	●			●	●	●	✓	3			✓	●	Up to £3,400,000
AJ Engineering & Construction Services Ltd	01309 671919	●		●	●	●	●	●	●	●	●	●	✓	4				●	Up to £3,400,000
ASD Westok Ltd	0113 205 5270	●		●	●							●	✓	4				●	Up to £6,500,000
Beaver Bridges Ltd	01204 668773	●	●	●	●	●	●	●	●	●	●	●	✓	4			✓		Up to £6,500,000
BHC Ltd	01555 840006	●	●	●	●	●	●	●	●			●	✓	4	✓			●	Up to £3,400,000
Billington Structures Ltd	01226 340666	●		●	●	●	●	●	●			●	✓	4	✓	✓	✓	●	Above £10,000,000
Bourne Group Ltd	01202 746666	●		●	●	●				●		●	✓	4	✓		✓	●	Above £10,000,000
Briton Fabricators Ltd	0115 963 2901	●	●	●	●	●	●	●	●	●	●	●	✓	4			✓	●	Up to £10,000,000
Cairnhill Structures Ltd	01236 449393	●	●	●	●	●	●	●		●	●	●	✓	4			✓	●	Up to £6,500,000
Cementation Fabrications	0300 105 0135	●	●	●	●	●	●	●	●	●	●	●	✓	3			✓	●	Up to £10,000,000
D Hughes Welding & Fabrication Ltd	01248 421104	●		●		●			●	●	●	●	✓	4			✓		Up to £600,000
ECS Engineering Services Ltd	01773 860001	●		●	●	●	●		●			●	✓	4					Up to £500,000
Four-Tees Engineers Ltd	01489 885899	●	●	●	●	●	●		●	●	●	●	✓	3			✓	●	Up to £3,400,000
Fullpen Fabrications	0203 6335586	●	●	●	●	●	●					●	✓	3			✓		Up to £600,000
Jamestown Manufacturing Ltd	00 353 45 434 288	●	●	●	●	●	●					●	✓	4			✓		Up to £10,000,000
Kiernan Structural Steel Ltd	00 353 43 334 1445	●		●	●	●			●			●	✓	4	✓		✓	●	Up to £1,200,000
M&S Engineering Ltd	01461 40111	●		●		●	●	●		●	●	●	✓	3					Up to £2,400,000
M Hasson & Sons Ltd	028 2957 1281	●	●	●	●	●	●	●	●	●	●	●	✓	4			✓	●	Up to £2,400,000
Millar Callaghan Engineering Services Ltd	01294 217711	●	●	●	●	●	●	●	●	●	●	●	✓	4			✓		Up to £2,400,000
Murphy International Ltd	00 353 45 431384	●	●	●	●	●	●			●	●	●	✓	4			✓	●	Up to £6,500,000
Nusteel Structures Ltd	01303 268112	●	●	●	●	●	●	●	●	●	●	●	✓	4		✓	✓	●	Up to £6,500,000
REIDsteel	01202 483333	●			●	●	●		●			●	✓	4				●	Up to £10,000,000
Severfield plc	01845 577896	●	●	●	●	●	●	●	●	●	●	●	✓	4	✓	✓	✓	●	Above £10,000,000
William Hare Ltd	0161 609 0000	●	●	●	●	●	●	●	●	●	●	●	✓	4	✓	✓	✓	●	Above £10,000,000
Non-BCSA member																			
Allerton Steel Ltd	01609 774471	●	●	●	●	●	●	●				●	✓	4	✓		✓	●	Up to £5,000,000
AMCO Giffen	01226 243413	●	●	●	●	●	●		●	●	●	●	✓	4			✓		Up to £1,200,000
Carver Engineering Services Ltd	01302 751900	●		●	●	●	●		●	●	●	●	✓	4			✓		Up to £5,000,000
Centregreat Engineering Ltd	02920 226088	●	●	●	●	●	●	●	●	●	●	●	✓	4		✓			Up to £3,400,000
Cimolai SpA	01223 836299	●	●	●	●	●	●	●	●	●	●	●	✓	4		✓	✓	●	Above £10,000,000
CTS Bridges Ltd	01484 606416	●	●	●	●	●	●	●	●		●	●	✓	4			✓		Up to 1,200,000
Donyal Engineering Ltd	01207 270909	●		●						●	●	●	✓	3		✓	✓		Up to £2,400,000
Eiffage Metal	07511 177815	●	●		●	●	●	●	●	●	●	●	✓	4			✓		Above £10,000,000
Harrisons Engineering (Lancashire) Ltd	01254 823993	●	●	●	●	●	●	●	●	●	●	●	✓	3		✓	✓		Up to £3,400,000
Hollandia Infra BV	+31 (0) 180 519956	●	●	●	●	●	●	●	●	●	●	●	✓	4					Above £10,000,000
HS Carlsteel Engineering Ltd	020 8312 1879									●	●	●	✓	3			✓		Up to £2,400,000
In-Spec Manufacturing Ltd	01642 210716			●						●	●	●	✓	4		✓	✓		Up to £2,400,000
J&D Pierce Contracts Ltd	01505 683724	●	●		●	●	●	●	●			●	✓	4		✓	✓		Above £10,000,000
Kelly's Welders & Blacksmiths Ltd	01383 512 517											●	✓	2			✓		Up to £350,000
Lanarkshire Welding	01698 264271	●	●	●	●	●	●	●	●	●	●	●	✓	4		✓	✓	●	Up to £5,000,000
Taziker Industrial Ltd	01204 468080	●	●	●	●	●	●	●	●	●	●	●	✓	3		✓	✓	●	Above £10,000,000
Total Steelwork & Fabrication Ltd	01925 234320	●		●		●				●	●	●	✓	4			✓		Up to £5,000,000
Victor Buyck Steel Construction	00 32 9 376 2211	●	●	●	●	●	●	●	●	●	●	●	✓	4		✓	✓	●	Above £10,000,000

BCSA

Stakeholder Members

Stakeholder Members are clients, professional offices, educational establishments etc which support the development of national specifications, quality, fabrication and erection techniques, overall industry efficiency and good practice.

Company name	Tel
Griffiths & Armour	0151 236 5656
Keiths Welding Limited	07791 432 078
MMCEngineer Ltd	01423 855939
National Highways	0300 123 5000

Company name	Tel
Paul Hulme Engineering Ltd	07801 216858
Sandberg LLP	020 7565 7000
Solent Commercial Management Limited	07852 309104
Structural & Weld Testing Services Ltd	01795 420264

Company name	Tel
SUM ADR Ltd	07960 775772
Thames Welding Ltd	07912 691704

Industry Members

Industry Members are those principal companies involved in the direct supply to all or some Steelwork Contractor Members of components, materials or products. Industry member companies must have a registered office within the United Kingdom or Republic of Ireland.

QM Quality management certification to ISO 9001

FPC Factory Production Control certification to BS EN 1090-1
1 Execution class 1 2 Execution class 2
3 Execution class 3 4 Execution class 4

NHSS National Highway Sector Scheme

CA Conformity Assessment
UKCA and/or CE Marking compliant, where relevant:
M manufacturer (products UKCA and/or CE Marked)
D/I distributor/importer (systems comply with the CPR)
N/A CPR not applicable

SCM Steel Construction Sustainability Charter
● = Gold ● = Silver
● = Bronze ● = Certificate

SfL Steel for Life Sponsor

Steel for Life sponsors

Level	Company name	Sector	Tel	QM	CA	FPC	NHSS	SCM	Website	Email
Headline	Barrett Steel Limited	Steel producers and stockholders	01274 474314	✓	M	4	3B		https://www.barrettsteel.com	sales@barrettconstructional.com
Gold	Cleveland Steel & Tubes Ltd	Steel producers and stockholders	01845 577789	✓	M	3	3B		https://www.cleveland-steel.com	sales@cleveland-steel.com
Gold	National Tube Stockholders Ltd	Steel producers and stockholders	01845 577440	✓	D/I	4	3B		https://nationaltube.co.uk	sales@nationaltube.co.uk
Gold	voestalpine Metsec plc	Manufacturing and structural services	0121 601 6000	✓	M	4		●	https://www.metsec.com	metsec.plc@voestalpine.com
Gold	Wedge Group Galvanizing Ltd	Protective Coatings	01902 601944	✓	N/A				https://www.wedge-galv.co.uk	info@wedg-galv.co.uk
Silver	Barnshaw Section Benders	RQSC Buildings	0121 557 8261	✓	N/A	4		●	https://www.barnshaws.com	sectionbending@barnshaws.com
Silver	Behringer Ltd (Vernet Behringer)	Manufacturing and structural services	01296 668259		N/A				https://www.behringerltd.co.uk	info@behringerltd.co.uk
Silver	FICEP UK Ltd	Manufacturing and structural services	01924 223530		N/A				https://www.ficep.co.uk	info@ficep.co.uk
Silver	Hempel	Protective Coatings	01633 874024	✓	N/A				https://www.hempel.com	sales.uk@hempel.com
Silver	Joseph Ash Galvanizing	Protective Coatings	01246 854650	✓	N/A				https://www.josephash.co.uk	sales@josephash.co.uk
Silver	Sherwin Williams Ltd	Protective Coatings	01204 521771	✓	N/A				http://www.sherwin-williams.com	enquiries@sherwin.com
Silver	Voortman UK Ltd	Manufacturing and structural services	+31 (0)548 536 373		N/A				https://www.voortman.net/en	info@voortman.net

Manufacturing and Structural Services

Company name	Tel	QM	CA	FPC	NHSS	SCM	SfL
Albion Sections Ltd	0121 553 1877	✓	M	4			
Behringer Ltd (Vernet Behringer)	01296 668259		N/A				
Cast Connex UK Ltd	01416 806 3521	✓	M				
Cellbeam Ltd	01937 840600	✓	M	4	20		
Construction Metal Forming Ltd	01495 761080	✓	M	3			
Duggan Profiles & Steel Service Centre Ltd	00 353 567722485	✓	M	4			
FICEP UK Ltd	01924 223530		N/A				
Farrat Isolevel	0161 924 1600	✓	N/A				
Hadley Industries Plc	0121 555 1342	✓	M	4		●	
Hi-Span Ltd	01953 603081	✓	M	4		●	
Kaltenbach Ltd	01234 213201		N/A				
Kingspan Structural Products	01944 712000	✓	M	4		●	
Lincoln Electric (UK) Ltd	0114 287 2401	✓	N/A				
Peddinghaus Corporation UK Ltd	01952 200377		N/A				
Tata Steel – ComFlor	01244 892199	✓	M	4			
Voestalpine Metsec	0121 601 6000	✓	M			●	✓
Voortman UK Ltd	+31 (0)548 536 373		N/A				✓

Software

Company name	Tel	QM	CA	FPC	NHSS	SCM	SfL
Autodesk Ltd	01252456600		N/A				
Fabsec Ltd	01937 840641		N/A				
IDEA StatiCa UK Ltd	02035 799397		N/A				✓
StruMIS Ltd	01332 545800		N/A				
Trimble UK Limited	0113 887 9790		N/A				

Site services and installation

Company name	Tel	QM	CA	FPC	NHSS	SCM	SfL
Composite Profiles UK Ltd	01202 659237		D/I				
Deconstruct UK Ltd	02035 799397	✓	N/A				
Easi-Edge Ltd	01777 870901	✓	N/A				
Keltbray Holdings Ltd	0207 643 1000	✓	N/A				
MSW UK Ltd	0115 946 2316	✓	D/I				
Prodeck-Fixing Ltd	01278 780586	✓	D/I				
Structural Metal Decks Ltd	01202 718898	✓	M	4			
Stud-Deck Services Ltd	01335 390069		D/I				

Structural fasteners

Company name	Tel	QM	CA	FPC	NHSS	SCM	SfL
Advanced Bolting Solutions Limited	0116 251 2251	✓					
BAPP Group Ltd	01226 383824	✓	M		3		
Cooper & Turner Ltd	0114 256 0057	✓	M		3		
Howmet Fastening Systems Ltd	01952 290011	✓	M				
Lindapter International	01274 521444	✓	M				
Tension Control Bolts Ltd	01978 661122	✓	M		3		

Steel producers and stockholders

Company name	Tel	QM	CA	FPC	NHSS	SCM	SfL
AJN Steelstock Ltd	01638 555500	✓	M	4			
Arcelor Mittal Distribution - Scunthorpe	01724 810810	✓	D/I	4	3B		✓
ASD Metals UK	0113 254 0711	✓	D/I	4	3B	●	
Barrett Steel Limited	01274 474314	✓	M	4	3B		✓
British Steel Ltd	01724 404040	✓	M		3B		
Cleveland Steel & Tube Limited	01845 577789	✓	M	3	3B		✓
Daver Steels Ltd	0114 261 1999	✓	M	3	3B		
Dent Steel Services (Yorkshire) Ltd	01274 607070	✓	M	4	3B		
Murray Plate Group Ltd	0161 866 0266	✓	D/I	4	3B		
National Tube Stockholders Ltd	01845 577440	✓	D/I	4	3B		✓
Rainham Steel Co Ltd	01708 522311	✓	D/I	4	3B		
Tata Steel – Tubes	01536 402121	✓	M		3B		
The Alternative Steel Co Ltd	01942 826677	✓	D/I				

Protective coatings

Company name	Tel	QM	CA	FPC	NHSS	SCM	SfL
Forward Protective Coatings Ltd	01623 748323	✓	N/A				
Hempel	01633 874024	✓	N/A				✓
Highland Metals Ltd	01343 548855	✓	N/A				
International Paint Ltd	0191 469 6111	✓	N/A				
Jack Tighe Ltd	01302 880360	✓	N/A		19A	●	
Joseph Ash Galvanizing	01246 854650	✓	N/A				✓
PPG Architectural Coatings UK & Ireland	01924 354233	✓	N/A				
Sherwin-Williams UK Ltd	01204 521771	✓	N/A				✓
Vale Protective Coatings Ltd	01949 869784		N/A				
Wedge Group Galvanizing Ltd	01902 601944	✓	N/A				✓

Celebrating 40 years as the leading provider of technical expertise and disseminator of best practice in steel construction

- Advisory Desk Service
- Assessment and Certification
- Live Webinars
- Technical Training
- 24/7 Access to Technical Resources & Guidance
- Publications
- Bespoke Software
- Advanced Analysis & Design Detail
- Special Interest Group Membership
- Exclusive Discounts

The SCI is committed to helping members meet their design, manfacture, construction and commercial objectives.

Scan for more info or contact

+44 (0)1344 636525

hello@steel-sci.com