

CENTRAL WAY



Client: UK Land Estates
Principal Contractor: Tri Construction
Project Value: £6 million
Project Details: A speculative industrial development at Team Valley Trading Estate comprising a steel-framed warehouse with first-floor office accommodation. The building is constructed using a steel portal frame on pad foundations with twin/composite wall cladding, insulated composite roof panels and curtain walling to the front elevations. Internally, the unit provides a large open-plan warehouse with four dock levellers and sectional doors to the rear. The first floor accommodates open-plan office space, including lift access, kitchen facilities and welfare areas. Externally the development includes two new highway access points, car parking with EV charging, a concrete service yard and associated soft landscaping.

During the initial feasibility stage, multiple structural options were developed and assessed, including clear-span portal frames and propped solutions. Comparative tonnage studies and cost-benefit analyses were undertaken with a clear-span portal frame selected as the preferred solution eliminating the need for internal columns and maximising operational flexibility. Options for the first-floor structure were also explored. The underside of the floor was raised to over 5.0m allowing the space below to remain fully usable providing additional value for the client with minimal cost impact.

Poor ground conditions across the site required careful consideration of foundation/ground floor slab solutions/ Several options were reviewed with a lime stabilisation approach adopted. A non-standard testing methodology for the foundations was implemented, testing the ground bearing capacity at each foundation location allowing pad foundations to be precisely sized and optimised.

To meet current SuDS planning requirements, a combination of drainage strategies was adopted including permeable paving, attenuation tanks, hydrodynamic particle separators and bio-retention strips. Due to space constraints around the building footprint, a siphonic drainage system was incorporated. The new site access points connected into an adoptable highway and all drawings and technical documentation was prepared to support the Section 278 application.

