IPORT, DONCASTER

KEY FACTS

CLIENT
VERDION

YEAR COMPLETED
2018

CONSTRUCTION COST
£400M

FLOORPLATE SIZE
6,000,000 SQ FT

SIZE
283HA

PROJECT DESCRIPTION

BWB Consulting is proud to be part of the team delivering the exciting £400 million iPort logistics development in Doncaster. The 700-acre scheme has outline planning consent for up to 6 million sq ft of warehouse space and will incorporate a 35-acre dedicated strategic rail freight terminal. The developers Verdion estimate that iPort will bring up to 5,000 new jobs to the area when fully operational.

BWB has supported the project from its early planning stages and have been appointed by Verdion to provide primary infrastructure, ground improvement and earthworks design. Our range of services has included highways design, surface water and foul water design, hydraulic modelling, flood risk assessment and supervision of onsite infrastructure works.

In addition to civils design for the rail terminal, BWB was also responsible for the drainage, structural and foundation design of the first two warehouse units that were speculatively developed by Verdion. The two units were constructed simultaneously and have now been completed.

SERVICES PROVIDED

Civil Engineering
Drainage Strategies
Earthworks
Geotechnical Engineering
Environmental Consulting
Flood Risk
Infrastructure Design
Rail

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KEY CHALLENGES & SOLUTIONS

Challenging ground conditions and the logistics of moving one million cubic metres of bulk good quality material from a borrow pit across the mainline railway have provided a significant challenge in planning this major project. BWB’s Geotechnics team have been involved with producing and managing the earthworks and surcharge trial mound specification, supervision and interpretation. Following this we have produced earthwork specifications and supervised the earthworks.

Further challenges came from the River Torne and St. Catherine’s Well Stream, both perched watercourses, with water levels equal to or higher than site levels during flood events. BWB constructed a hydraulic model of the various watercourses surrounding the site which formed the basis of a site specific Flood Risk Assessment to identify any risk posed by under normal conditions and as a result of a breach of the flood defences.

The assessment of flood risk was particularly challenging due to the St Catherine’s Well Stream and Huxter Well Drain being maintained by the Internal Drainage Board, and the River Torne under the responsibility of the Environment Agency. Conflicting requirements for the assessment and mitigation measures, data availability and understanding the connectivity of the watercourses meant our assessment had to be broad ranging and include modelling complex structures and various flood defence breach scenarios.
KEY CONTACTS

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