

A Piece of Paradise

USL StructureCare and BASF have contributed to the three new-build Q-Park multi-storey car parks at developer Grosvenor's massive Paradise Street Project in Liverpool, carrying out major deck installations using BASF Construction Chemicals' Conideck systems. The Paradise Project is an extensive £920m, 42 acre regeneration scheme creating a retail led mixed-use development with six separate districts.

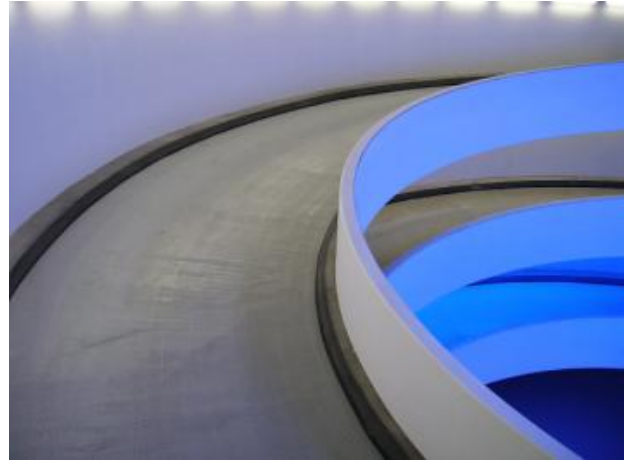
As part of Europe's biggest current city centre development, the nature of the vast new underground Strand Street car park structure presented unique challenges for which USL StructureCare developed new, installation techniques. The four-level Strand Street car park at Site 13D of the development has taken main contractor Laing O'Rourke around three years to construct and is located under the recreated Chavasse Park between Strand Street and South John Street.



Underground Operation

Accommodating over 2000 cars in total, the deck area to which USL StructureCare applied Conideck over a period from May 2007 to February 2008 covers around 60,000m². With the four parking levels situated at depths of 0.5, 3.0, 6.5 and 9.7 metres, USL staff were working with no natural daylight, and the nature of the underground working meant that it was important to employ techniques that minimized the production of dust when blasting decks, particularly as deck membrane installation took place before the car park's extraction system was operational.

A combination of two BASF Conideck systems were used: Conideck 2257 and Conideck 2260. Both designed for use on enclosed, intermediate and lower decks and bays, which are protected from weather conditions to a large degree and are less susceptible to stress than top decks, although still exposed to aggressive de-icing salts.



In turning circles and ramps, the areas that suffer the highest mechanical stress, a greater aggregate content increases wear resistance, producing a heavy duty, skid resistant surface for a long-term protection.

Q-Park has a generic design brief for its car parks which dictates that decks are light grey, with parking bays being marked out with black pads. This distinctive design is more time-consuming and complicated to mark out and install than typical bay demarcation. So USL StructureCare's experience with Q-Park over a number of years was invaluable.

Unusually, the vast parking decks were marked out not from as-built features such as columns and walls, but by using co-ordinates supplied by Laing O'Rourke and set out by a USL engineer – a first for the company, but essential because of the scale and logistics of the job.

Co-ordinating subcontractors on such a large contract was vital to delivering on time, and enabled USL to work around other trades and keep momentum.

USL resourced the project accordingly, increasing labour as needed with up to 25 staff working at one time, compared to the average team of five to six used on more typical contracts.

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