

MIDDLESEX STREET

Location

Middlesex Street, Tower Hamlets

Client Type

Unite Student Housing

Key Collaborators

Project Managers; TfL Underground, TfL Trunk Roads, TfL Busses; UKPN; Independent Network Provider, LBTH Highways

Workstage

RIBA 5 - Construction

Summary

The development provides purpose-built student accommodation with varied amenity spaces close to the city, local universities and colleges as well as public transport. A permit was required to instal the electrical supply to an almost-complete building in an area of extreme below ground congestion, high vehicle and pedestrian traffic flows and multiple coinciding street-works.

<https://www.unitestudents.com/middlesex-street>



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The Challenge

Negotiations regarding a route and works planning to make an electrical connection to a building nearing completion and requiring electrical supplies for commissioning had been ongoing for several months. Several route proposals had been rejected due to severe below ground congestion and multiple stakeholder interests. Communications had become strained and the Section 50 permitting process had stalled. The site's location near the boundary between two London boroughs and along a TfL trunk road with a shallow underground station, busy cycle, bus and private vehicle routes added to the complexity.

Our Approach

The Infrastructure Coordinator facilitated collaboration by using her established contacts to bring the interested parties back to the table to reengage with the process. Initially, individual meetings were held to understand everybody's point of view and then the relevant parties were linked.

Key Outcomes

Taking an open view of the interconnected system allowed for better coordination of the works and permitting of the works meeting all stakeholder requirements. Once a route for the electrical supplies, excavation methods, site attendance and associated traffic management for the works had been agreed, the IDNO commenced installation. However, the public objected vehemently to the diversions put in place for their safety and put themselves and other road users at significant risk. TfL had to withdraw the works licence and the IDNO terminated incomplete works at short notice. Finally, night-time working was permitted to conclude the installation and to allow further road closures to remove tower cranes in line with the works programme.

