



Technical Note

TP1, Tavistock Place

23-108-003 Rev -

Input to Construction Management Plan

October 2023

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	CG	CG	CG	JW	29/09/23
A	Planning	CG	CG	CG	JW	05/10/23

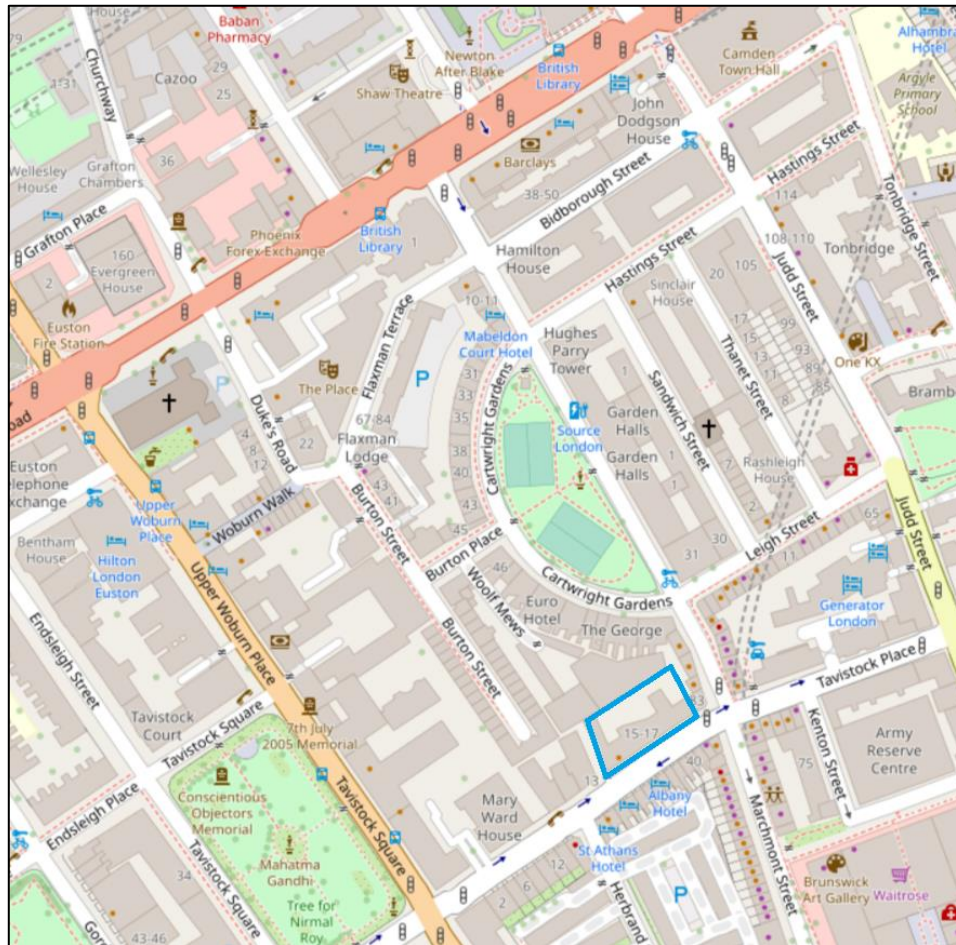
1 Introduction

- 1.1.1 Charles & Associates (C&A) have prepared this note for the TP1 development at Tavistock Place, London. The local authority is Camden London Borough Council.
- 1.1.2 TP1 is a project by the London School of Hygiene and Tropical Medicine (LSHTM) whose campus covers two sites in Bloomsbury, at Keppel Street and Tavistock Place.
- 1.1.3 This information forms part of the Construction Management Plan for the TP1 planning application. Subject to planning permission being granted, LSHTM will appoint a contractor and at this point some of the CMP information will be refined.
- 1.1.4 This project follows the successful completion of the TP2 project at the rear of the Tavistock Place site which has been occupied since summer 2023.
- 1.1.5 Some images have been sourced from Wikimedia Commons.

2 Site Context and Routes

2.1.1 The Bloomsbury area including the site is shown below in **Figure 2.1**.

Figure 2.1: Surrounding Area



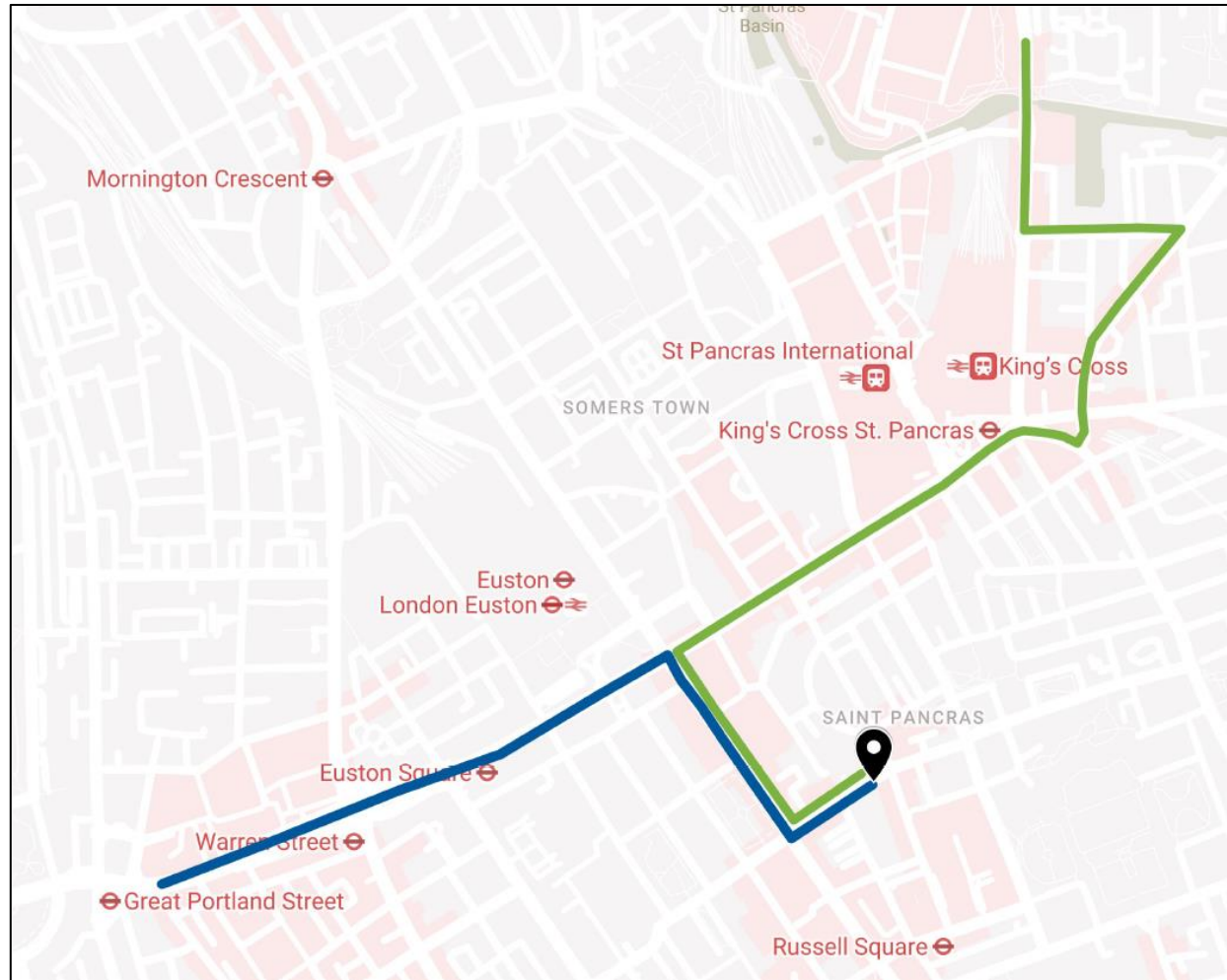
- 2.1.2 It should be noted that the site has a highly accessible location within walking distance of Kings Cross St Pancras station and several bus routes. While there will be a need for some deliveries by road, it is also expected that many construction staff will use public transport or walk or cycle to reach the site.
- 2.1.3 For vehicles accessing the site, the A501 Euston Road is the main strategic route in this area and forms part of the Transport for London Road Network (Red Routes). It is expected that most construction vehicles will access the site via the Euston Road.
- 2.1.4 There is also a concentration of construction-related businesses around York Way to the north of Kings Cross, which may also be a starting point for some construction vehicles.
- 2.1.5 Upper Woburn Place runs south from a signalised crossroads with Euston Road. It forms another signalised crossroads with Tavistock Place, which is a one-way eastbound street from here to the site frontage.
- 2.1.6 Heavy vehicles are prohibited on Upper Woburn Place (and implicitly on Tavistock Place) between 1830 and 0800 as shown in **Figure 2.2**. However it is not expected that the site will operate outside normal daytime hours so this route would be suitable.

Figure 2.2: HGV Restriction on Upper Woburn Place



- 2.1.7 The map in **Figure 2.3** shows the proposed routes for vehicles arriving at the site from West London in blue, and from East London or the York Way area in green.

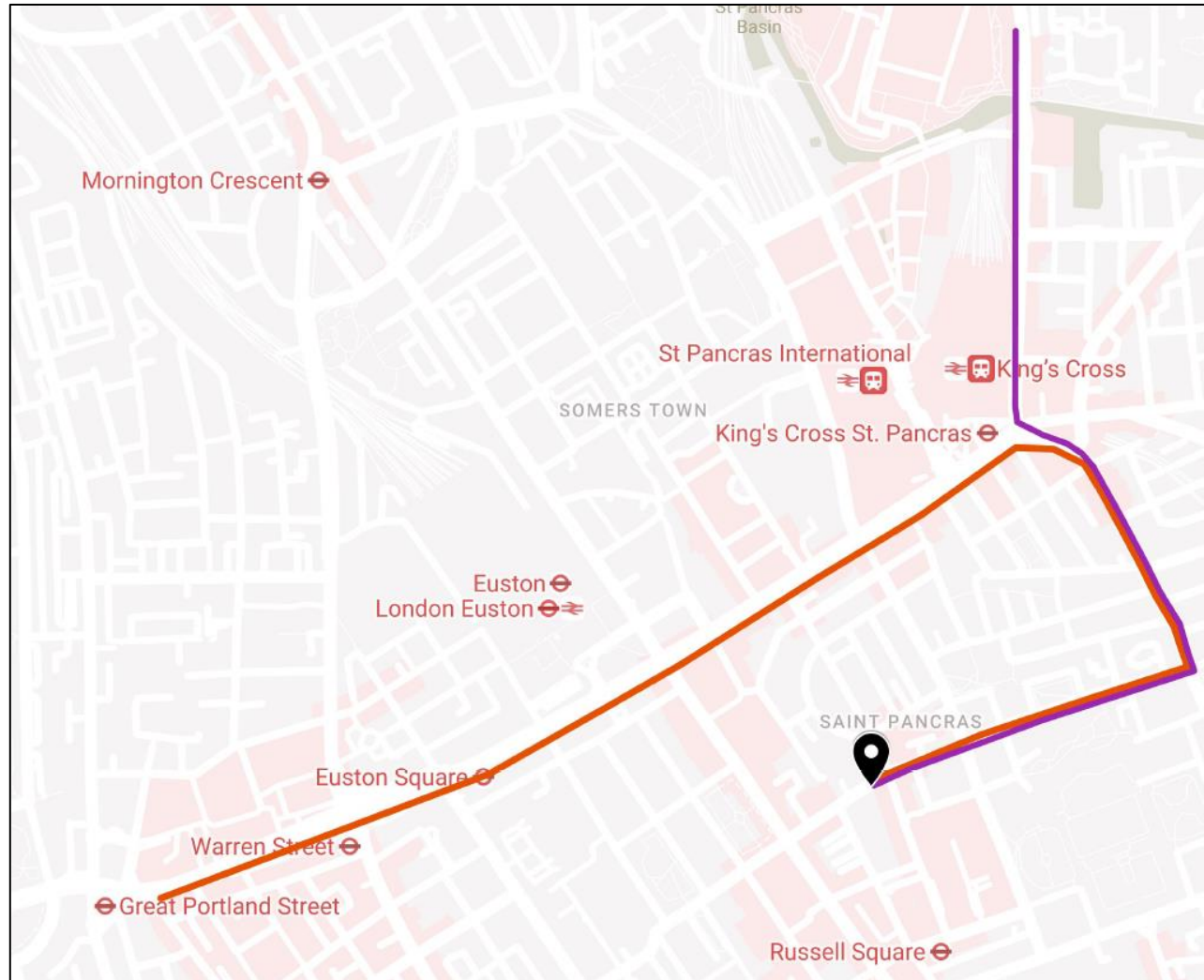
Figure 2.3: Construction vehicle arrival routes



- 2.1.8 For vehicles leaving the site, Tavistock Place continues east into Sidmouth Street, which in turn forms a signalised junction with the A5200 Gray's Inn Road. This runs north to the King's Cross junction where vehicles can disperse onto the Transport for London Road Network.

- 2.1.9 The map in **Figure 2.4** shows the proposed routes for vehicles leaving the site towards West London in orange, and to East London or the York Way area in purple.

Figure 2.4: Construction vehicle departure routes



- 2.1.10 Detailed swept paths covering the above routes will be provided in the final CMP.
- 2.1.11 Camden Council previously consulted on further changes to the highway layout on the Torrington Place and Tavistock Place corridor which would change the direction of motor traffic from eastbound to westbound, but it is understood that these have not been progressed.

3 Vehicle Types

3.1.1 The expected vehicle types which will be used during the construction period are shown below.

3.1.2 Some construction waste may be stored in skips on site, which are delivered and collected using a **rigid skip lorry** as shown in **Figure 3.1**.

Figure 3.1: Rigid skip lorry



- 3.1.3 Some materials would be delivered using a '**HIAB**' type rigid vehicle as shown in **Figure 3.2** which has a crane to transfer materials to street level where they can be taken into the site.

Figure 3.2: HIAB type vehicle



- 3.1.4 Towards the end of the project, some trades such as plumbing, electricity and decorating would attend the site in small vans as shown in **Figure 3.3**.

Figure 3.3: Car type van



4 Vehicle Access

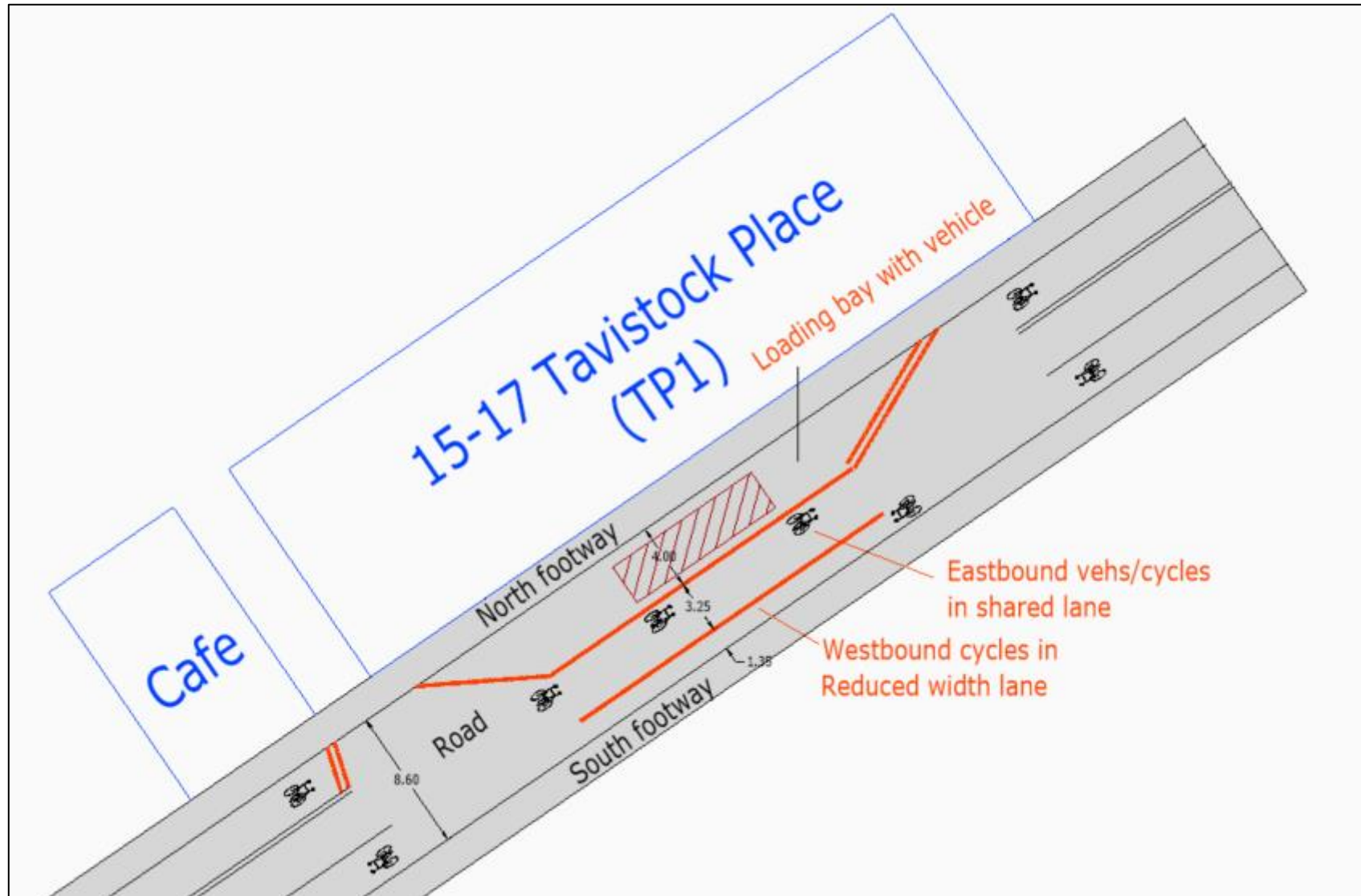
- 4.1.1 While much of the construction activity can be contained within the LSHTM site, there will be a need for some deliveries and collections from Tavistock Place. It is suggested that a temporary loading bay is formed outside 15-17 Tavistock Place.
- 4.1.2 **Figure 4.1** shows a similar example of this arrangement for a current construction site on the south side of Tavistock Place.

Figure 4.1: Example loading bay arrangement



- 4.1.3 The eastbound cycle lane and eastbound motor traffic lane would need to share space to pass the works, as sketched in **Figure 4.2** below. This would be similar to the arrangement approved for the construction of TP2. The westbound cycle lane would be reduced in width but would maintain westbound cycling; both footways would maintain pedestrian access.

Figure 4.2: Sketch of loading bay arrangement (plan view)



- 4.1.4 From here deliveries and collections would be moved through the wide arch at 15 Tavistock Place as shown in **Figure 4.3**. Full-time traffic marshals would be employed to guide vehicles in and out of the loading bay and ensure the safety of all road users.

Figure 4.3: Access arch at 15 Tavistock Place

