

London Power Tunnels

Bengeworth Road Community Liaison Group, Q&A document

This document answers the questions asked at the second meeting of the Bengeworth Road Community Liaison Group (CLG) held on 16 March 2021. If you feel you have a question which is not answered here please let us know.

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Site

1. Can National Grid confirm if they have acquired a section of the site, and provide dates of when this happened?

The site is owned by EDF Energy which is leased to UK Power Network. National Grid is currently in discussions with UK Power Network and EDF to secure a lease agreement for the site.

2. Where is the division of land between Network Rail & EDF, and has there been any further discussion with Network Rail on this?

The railway is owned by North Western Railway, but the larger section to the north of the railway lines is owned by EDF Energy. The section over the railway is a leasehold agreement. Discussions have taken place with North West Railway regarding the easement to be agreed and this is currently being negotiated with them.

3. Has National Grid submitted applications for permitted development?

The screening report concluded that the development is within permitted development rights, but it is subject to certain conditions. National Grid are in ongoing conversation with the council on this and we will provide you with an update as soon as we can.

Air quality

4. Is noise vibration and air quality monitoring currently in place at the perimeter of the site to provide evidence of compliance with the Control of Pollution Act?

A noise and vibration monitor has been installed at the old UK Power Network car park, between the National Grid works area and residential properties on Southwell Road.

5. Can National Grid provide a full list of companies that have been contracted for the works currently underway at Bengeworth Road and share any evidence of them complying with the Control of Pollution Act.

National Grid is in contract with Hochtief Murphy Joint Venture (HMJV) for the shaft and tunnels phase of works. We will aim to provide evidence that they are complying with the Control of Pollution Act in due course.

6. Are National Grid currently recording all noise, dust and pollution complaints and making a log available to the Local Authority?

National Grid log all complaints, comments, and questions from residents. This will be made available to the Local Authority if required, within the scope of GDPR.

7. When will National Grid and UK Power Network display the name and contact details of person(s) accountable for air quality and dust issues and display the head or regional office contact information on the site boundary as recommended in the Air Quality Modelling Results?

We are still looking into this and will look to update this response as soon as possible.

8. Comment from the Loughborough Junction Action Group ‘as well as being worried about the disturbance of HGV journeys through local streets, the Loughborough Junction Action Group, is concerned about traffic on the wider road network, especially Coldharbour Lane in the direction of both Camberwell and Brixton. Of particular concern is the additional HGV traffic that will be generated by the Peabody scheme on Herne Hill Road and the Hero of Switzerland development - which looks imminent - on Loughborough Road.’ Question: Are there any plans for additional pollution monitoring on Coldharbour Lane?

National Grid is in ongoing discussions with the council on this initiative. We will provide an update on this in due course.

9. Cllr Dickson & Helen Hayes MP have requested the council to place additional air quality monitoring stations across the area which they have asked to be funded by National Grid and other contractors. Question: National Grid to confirm whether they will comply with this?

National Grid is in ongoing discussions with the council on this initiative. We will provide an update on this in due course.

10. *Cllr Dickson added that whilst he was reassured a little by some of the things mentioned in the presentation, he would prefer if everything was agreed in a construction management plan, agreed by the planning committee prior to work starting. Question: Will National Grid comply with this?*

National Grid is in ongoing discussions with the council about various aspects of the project. We will provide an update on this in due course.

11. Will National Grid monitor air quality on the surrounding roads (KCH, Southwell, Padfield, Coldharbour) and provide regular or “real time” results to prove that there is “definitively no impact on air quality”?

Can National Grid confirm that the additional HGVs on the streets has caused “definitively no impact on air quality” by funding an independent assessment?

National Grid will continue to monitor air quality in real time for nuisance dust during construction. The impact on air quality is assessed on the basis of conservative scenario in accordance with best practice guidance which assessed the impact of 120 HGV movements per day as an annual average. The impact at Cambria Road and Southwell Road Junction was deemed negligible (meaning residents should notice no discernible change in air quality) in accordance with the criteria set out in best practice guidance (IAQM Development Control 2016).

12. Where did National Grid get their council stations monitoring from and how does this feed into the worst-case scenario assessment?

According to the 2019 Lambeth Air Quality Annual Status Report¹, London Borough of Lambeth currently undertakes diffusion tube monitoring at 51 sites and automatic monitoring at three sites. The nearest diffusion tube monitoring sites are Loughborough Junction 1-DT48 and Loughborough Junction 2-DT49. Both DT48 and DT49 are located at a roadside, approximately 500m and 350m south west of the site alongside the A2217 (the exact coordinates are presented in Table 4.1 of the EAR). London Borough of Lambeth (LBL) monitor on a monthly basis and the concentrations provided in Table 4.1 of the EAR are annual average concentrations. The results at these sites were used to calibrate the modelled air quality predictions carried out as part of the air quality assessment.

Noise

13. What are the rules for complying with noise and vibration monitoring and how is National Grid complying with this?

National Grid have installed noise and vibration monitoring stations on the Southwell Road side of the site. We also have limits imposed as part of our agreement with the Council. Should we have particularly noisy works, we will try to ensure that this takes place at times of least disruption to residents. We appreciate that noise is not desirable at any time during the day, but we are happy to work with residents to understand if there are any better times during the day for particularly noisy works.

¹ Lambeth Air Quality Annual Status Report for 2019:
https://www.lambeth.gov.uk/sites/default/files/projects_attachments/lambeth-air-quality-annual-status-report-2019.pdf
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We will also implement measures to increase the hoarding around the site to help create noise barriers.

Spoil

14. Has National Grid looked at undertaking a full feasibility study for the other sites on the LPT line including Kidbrooke, Eltham and Crayford, which are all adjacent to railway lines, and can we see evidence of the full feasibility studies?

With regards to Crayford, Eltham and Kidbrooke, these sites are not tunnel drive sites. As such, the relatively small volumes of material produced at these sites means that it does not make economic sense to construct a rail head for these sites as the associated traffic movements are limited. Similarly to Bengeworth Road, the construction of a siding would increase HGVs and carbon emissions, having the opposite impact of what we are trying to reduce. We are exploring other engineering solutions to minimise disruption to residents within what is feasible.

15. Where is the ultimate destination for the spoil from Bengeworth Road?

This is still to be decided, but it will be diverted from landfill. On previous projects, spoil has been used to fill old National Grid gas holders that need back filling with clay or landscape golf courses. On London Power Tunnels, phase 1 (LPT1), National Grid recycled 98% of the spoil. We will update residents on this as soon as the destination has been confirmed.

16. Can you provide evidence of any mitigating measures that have been implemented for preparing and maintaining the site, such as the erection of solid screens, barriers around dusty activities or the site boundary and ensure that they are at least as high as any stockpiles on site.

As part of our current enabling works, hoarding around the shaft works area is being installed on the sides closest to residents. The ground will be installed and maintained, so it is suitable for plant and vehicle movements. A high sided muck bay will be installed to contain muck coming from the shaft and tunnelling works. A wheel wash will also be installed for use by HGVs leaving site.

Environment

17. Are National Grid and UK Power Network currently assessing on a regular basis the environmental impact of all operations conducted by contractors, including LPC Construction, Falco Construction and Carter Haulage amongst others?

National Grid and UK Power Network are compliant and following due process. We are having ongoing discussions with the council to reduce out impacts and will be in a position to share the findings with the public in due course.

18. Where is the Environmental Assessment Report located and is it part of the planning portal documentation?

Yes, the Environmental Assessment Report was submitted as part of the screening and can be found [here](#) (all reports can be found [here](#)).

To access the application, simply search the reference number '20/04417/LDCP' on Lambeth Council's Planning Portal:

<https://planning.lambeth.gov.uk/online-applications/>

19. How are National Grid and UK Power Network encouraging employee involvement in environmental action? *For example, are employees encouraged to use good environmental practices? Promotion of recycling and reuse practices? Choose environmentally appropriate materials? Aim for the purchase of energy-efficient material? Minimise the use of disposable or single use products? Prioritise the use of environmentally friendly cleaning products? Carpooling when possible? Etc. Also, some of your contractors have these included in their company profile. Do National Grid and UK Power Network hold them accountable?*

National Grid and UK Power Network are both committed to reaching net zero by 2050.

UK Power Networks launched its Green Action Plan in 2019, addressing areas where it impacts on the environment. The Green Action Plan has defined clear objectives with deadlines to help play its part in handing on a sustainable planet to future generations.

National Grid has implemented a number of measures to offset our carbon footprint. On our construction sites, we are incentivising our supply chain to reduce the carbon impact of construction projects by including carbon weighting in our competitive tenders. We encourage all our employees to use public transport, fewer cars, and car clubs where possible. Also, the vast majority, if not all of our heavy good's vehicles are anticipated to use low-sulphur diesel.

Waste

20. What systems are National Grid applying to capture wastewater and prevent contamination?

During construction some small amounts of wastewater will be produced by the construction process and will drain from the ground. We would like to assure you that this water will be free from contamination but will pass through settlement tanks before being discharged into the public drainage system. During operation tunnel drainage systems flow away from Bengeworth Road and it is not envisaged to be a sump discharge at this point (A sump pump is a pump used to remove collected water (discharge) that has accumulated in a water-collecting sump basin, commonly found in basements). Surface water drainage from the headhouse and hardstanding areas will be transferred into the public drainage system.

Neighbouring constructions

21. Will National Grid hold regular liaison meetings with other construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.

No, Lambeth Council will help coordinate the local works and ensure all construction sites are complaint.

22. Will National Grid coordinate with other construction sites so that we can understand the interactions of the off-site transport & deliveries, which might use the same strategic road network routes.

Lambeth Council are responsible for coordinating local works. We are also working closely with the council to minimise the impacts of our works.

Route

23. Along the proposed egress route through Southwell Road there is accommodation of the vulnerable community. Are those residents represented at this CLG?

Due to GDPR reasons, we are not able to share details of who has signed up to the CLG and share any personal details but please be assured we will share information about our project with anyone who is potentially impacted and listen to their concerns.

24. Can anything be done to help those on Northlands Street and the far end of Southwell Road who are now shouldering the new vehicles?

We will seek to manage traffic in order to minimise the heavy braking and acceleration of our HGVs near to properties on Southwell Road. During the current site establishment phase, we will have traffic marshals in place between the site and the junction of Cambria Road and Southwell Road. National Grid is also discussing providing additional signage around the area for vehicles.

25. Can you ensure access and egress is through Kings College Hospital (KCH)?

Since the CLG meeting on 16th March, we have now agreed one way access with Kings College Hospital (KCH), which should help to reduce the volume of HGVs on residential roads considerably. We are continuing our discussions with the hospital to try and agree two way access.

Any diversion via KCH will significantly alleviate the traffic movements on residential roads, but they may be occasions outside of our control when it may be necessary to use the public roads e.g., last year Denmark Hill was fully closed, resulting in vehicles having to go through residential roads. Should this be the case, where possible, we will try and inform residents ahead of this happening.

Thank you for your ongoing patience while we look to resolve this as quickly as possible.

26. What is happening with larger vehicles on site?

While the optimum solution is to divert traffic via KCH and reduce HGVs on residential roads, alongside our negotiations with KCH we are doing more work to help reduce the number of HGV movements. The original figures we shared with residents are based on the worst-case scenario to ensure that we have covered every eventuality.

Having received more detailed design and programme information from our contractors, we have reviewed numbers and we now predict that the average is

unlikely to exceed 18 vehicles (36 movements) per day over this phase of works (April to September 2021). The maximum peak number potentially remains the same (60 HGVs and 120 movements) But this is likely to be limited to a day when we need to use concrete on site when we lay the base of the tunnel shaft. We will let you know in advance what day this is likely to be, closer to the time.

Building

27. How can National Grid submit an application for lawful development before they have the full designs for the substation and headhouse?

It is common practice to not have full drawings in place at the time of the application as a contractor will not have been appointed. However, we will continue to work closely with the council over the design of the buildings and will keep residents informed.

28. How can National Grid be certain that they will get a Lawful Development Certificate? The second screening report requested by the Council may conclude that National Grid need to prepare a full Environmental Impact Assessment (EIA). How can National Grid be certain that they do not need to submit another screening assessment? Were there any flaws in the first screening assessment?

National Grid submitted an (Environmental Impact Assessment) EIA screening request in July 2020 to the council, a negative determination on screening was received on 2 October, which means the development is not an EIA development.

We are continuing to work with the council to minimise the impact of our essential works.

29. When can National Grid share early plans for the substations and the headhouse?

We are at the start of the headhouse design process and our contractors for the substation design will be appointed towards the end of the summer 2021. Once we understand their programme and what information will be available, we will update you on next steps.

We are committed to engaging with the community on the external appearance of the detailed designs and we will continue to work closely with the council.

30. What is the tender process in place for the construction of the substations and headhouse, and does this include architect firms or just engineers?

The headhouse contract has been awarded and they are currently working on the detailed design. The substation works are carried out by a separate contractor, currently in the tender process - due to be awarded in summer 2021. Both are engineering firms with architects in house to support the design.

31. What is the timeframe for getting the necessary contractors on board in terms of the design of the substations?

The substation contract is currently in the tender process due to be awarded in summer 2021.

32. Will residents' comments on the design of the building be taken into consideration during the architectural brief stage?

Yes, we endeavour to incorporate your feedback where possible.

33. Will National Grid need the designs to make a lawful submission?

The external appearance of the building is a separate submission to our current submission. It is a condition within the environmental permitted development order that requires a developer to submit for approval to the council the design and external appearance of the buildings. National Grid is agreeing the timeline for this with Lambeth Council.

34. Will you consult residents before submitting the external appearance for approval to the Council?

Yes, we are committed to engaging with the community on the external appearance of the detailed designs and we will try and accommodate your preferences as much as possible.

Next phase of works

35. Under what circumstances might there be Saturday morning working?

Our working hours, as agreed with Lambeth Council, allow for Saturday working from 8am to 1pm. For the forthcoming phase of works we do not intend to work Saturdays. If Saturday working is required in subsequent phases of work, in order to maintain programme, then it will be considered, and we will let you know.

36. Can National Grid confirm that works are not going to start until 8am and site preparation from 7am.

Yes, works do not start until 8am on site.

37. How will you ensure a coordinated approach is taken to ensure National Grid & UK Power Network adhere to the agreed working hours?

Firstly, we are very sorry for the disruption caused recently where some works took place on a Sunday. We have agreed that if work is related to National Grid works, it will not take place outside of our stated hours (8am-6pm Monday to Friday and 8am-1pm Saturday) unless absolutely required and we have notified residents in advance.

The site is already an operational depot for UK Power Networks, which is why you will see workers coming and going, as well as notice some works taking place 24/7. A number of residents have mentioned that the work looks different to the UK Power Networks work that they are used to. Following your recent concerns, we have reorganised the site where possible.

38. What are the dates for the next phase of works?

April – September 2021

- *Our next main phase of works is the sinking of the shaft, during which time, HGV movements will increase.*
- *Having received more detailed design and programme information from our contractors, we have reviewed the vehicle numbers predicted in our Construction Logistics Plan for the shaft construction phase of works and would now predict that the average is not likely to exceed 18 vehicles (36 movements) per day over this phase of works.*
- *The maximum peak number potentially remains the same at 60 vehicles (120 movements) but would be limited to one-off mass concrete pours for specific elements of work, i.e., shaft base slab, which is anticipated to take one day.*

39. Is there a helpline for residents to call?

National Grid have a community consultation line for residents which operates 24/7.

- ***National Grid helpline - 0800 988 9144***
- ***UK Power Network customer care helpline - 0800 028 4587 or email care@ukpowernetworks.co.uk***