

Bengeworth Road Community Liaison Group

Minutes of the meeting

Overview

On Tuesday 16 February 2021, the first Community Liaison Group (CLG) meeting was held to discuss the works at Bengeworth Road, as part of National Grid's London Power Tunnels project. The CLG was formed following three previous public information sessions, two held on 7 December 2020 and one held on 20 January 2020. All residents who attended the engagement event on 20 January were invited to join the CLG. Emails were also sent to all ward (Herne Hill) councillors, as well as local MP Helen Hayes and MP for Vauxhall and Local Assembly Member, Florence Eshalomi. Two local councillors, Cllr Jim Dickson and Cllr Rebecca Thackray, attended the session, as well as 18 residents.

Meeting called by: National Grid

Date: Tuesday 16 February 2021

Time: 6.00pm – 7.00pm

Venue / format: Zoom

Speakers and panel members (7)

- Aleksandra Zefriova, Programme Manager, National Grid (AZ)
- Sam Chesman, Project Manager, National Grid (SC)
- Mark Farmer, Project Manager, National Grid (MF)
- Darren Kempson, Senior Land Officer, National Grid (DK)
- Sarah Harris, Regional External Affairs Manager, National Grid (SH)
- Petya Georgieva, Principal Environmental Consultant, Arcadis (PG)
- Joe Cawley, Director, Grayling (JC)

Technical Support and notetakers (3)

- Priya Shah, Grayling
- Charlotte McGill, Grayling
- Ellen Hodgetts, Grayling

Elected representatives (2)

- Councillor Jim Dickson, Ward Councillor for Herne Hill, Lambeth
- Councillor Rebecca Thackray, Ward Councillor for Herne Hill, Lambeth

Residents and members of the local community (18)

Apologies: UK Power Network

Presentation:

Sarah Harris (SH) opened the meeting and thanked everyone for joining. She confirmed that the meeting would be chaired by Joe Cawley (JC) and went on to introduce fellow members of the panel. SH apologised on behalf of UK Power Networks who were unable to attend this meeting. SH confirmed that if residents have any specific questions for UK Power Networks, National Grid would pass these on after the meeting.

SH handed over to JC who explained a number of 'housekeeping' points. JC also noted that the CLG is for the benefit of the residents and moving forward we can organise the meetings to ensure residents get maximum value. JC also explained that National Grid will share a version of the minutes from this

meeting with all attendees before they are published to provide an opportunity for feedback. A resident asked where the minutes will be published, JC confirmed the minutes will be published on the London Power Tunnels' (LPT) website once the CLG has had opportunity to feedback. JC stated that the meeting would be recorded for internal purposes only, and due to GDPR reasons would not be made available to meeting attendees.

JC then ran through the meeting agenda, outlining that it planned to cover how residents can get the most out of the CLG, the start of works on site, an update on NG's engagement with Kings College Hospital (KCH) and Network Rail (NR), HGV movements and access and egress.

Moving on to how residents can get the most out of the CLG, JC asked residents to confirm how often they would like to have the CLG, how they would prefer to be contacted, and whether they would like to nominate a chairperson for future meetings. There was no specific feedback at this time; National Grid suggested monthly meetings might be the best option.

JC then discussed plans following the meeting, explaining that National Grid will aim to circulate minutes and a Q&A document to the CLG for review within a week. He also confirmed that an agenda will be shared with the CLG before each meeting with the opportunity for residents to input points and that depending on these agendas, National Grid will invite different members of their team to the meeting to ensure questions can be answered by the relevant people.

Plans for the coming months:

Moving onto plans for the next month, JC confirmed that National Grid are redoing the daylight assessment. Once National Grid receive the assessment in the coming weeks, JC explained that all residents who have expressed concerns about specific properties will be sent the report for review before it is submitted to Lambeth Council and then issued more widely to residents. JC then went on to discuss site set up and temporary works in the coming weeks. He noted there was an incident with one of the HGV deliveries earlier that day and that National Grid is working to resolve this as quickly as possible. JC noted that residents could discuss the temporary works in more detail shortly and that Mark Farmer (MF) from National Grid was available to respond to any queries. JC then explained that plans from May to September would focus on shaft construction, moving onto spur works in October. He noted that in the CLG meetings leading up to this date, the CLG would discuss how to mitigate the impact of these works. JC confirmed that National Grid is also in contact with Lambeth about building design, noting that National Grid are not in the design phase yet but are committed to involving residents with this to help get the best external appearance possible. Finally, JC confirmed National Grid will continue to hold the CLG regularly, and that the email and phonenumber remain available to discuss any other queries.

Network Rail response:

On the next slide, JC discussed the response received from Network Rail about the possibility of using trains to remove spoil from the site. JC ran through the response, which explained Network Rail would be unable to accommodate this due to how busy the line is. He confirmed that National Grid are still in contact with KCH to discuss potential access and is pushing to get an agreement to put in place alternative access before shaft works begin. He noted that National Grid is also looking into engineering solutions for the tunnels and reducing spoil from the works. He confirmed National Grid is hoping to use a combination of access and engineering options to help reduce impact.

Access and egress:

JC then went on to discuss access and egress, confirming that Harbour Road, Southwell Road, Padfield Road and part of Cambria Road are being used for site set up works. This involves entering through Padfield Road, turning left onto Southwell Road, right onto Cambria Road and into the site, and exiting up Cambria Road, right onto Southwell Road and left through Harbour Road. He confirmed during current site set up works there would be an average of 5 HGV movements per day, with a maximum of 10.

Moving on to discuss next steps and actions, JC again invited residents to discuss how they would like the CLG to be run. The presentation was closed, and residents were invited to ask questions.

Questions

Please note that this is a summary of the questions and responses and there is a separate document with all questions and answers for your reference. For ease, we have grouped questions under themes.

CLG Set Up

The question session began with Cllr Dickson suggesting that CLG meetings should be held regularly due to the speed at which works are moving. He expressed a preference for monthly as a minimum and suggested it would be preferable to have a resident chairing these meetings and setting the agenda moving forward.

HGVs and access routes

Moving on, Cllr Dickson welcomed ongoing discussions around egress and ingress routes. He noted that the use of KCH access road could reduce the number of vehicles on the road by half and welcomed any further reductions to traffic movements that would limit the amount of spoil. Cllr Dickson asked in the meantime whether it would be possible to vary the routes currently proposed i.e., spread the load across the local road network. MF replied that HGV movements would not pick up until works start to sink the shaft in May, stressing we do have time to make the alternative route work. MF continued that National Grid had also looked at using Cambria Road to enter the site but received feedback from stakeholders that the road is too narrow for HGVs. MF confirmed that movements in and out of site will be split between Padfield Road and Harbour Road. MF invited residents to share alternative ideas for using the local road network, but confirmed National Grid were following best practice advice of analysis done to date. JC echoed this, inviting any residents to raise their hand or submit ideas in the chat function of Zoom.

A resident from Harbour Road then moved on to discuss potential access with KCH and asked why KCH has not been considered for 100% of site traffic. She mentioned that six families live on Harbour Road and that it is a narrow street. DK explained that he is in ongoing conversations with KCH but is unable to give a definite answer at the moment. The resident then asked whether National Grid had looked into an alternative route she shared via email, using Herne Hill Road along the railway. DK stated he had not seen the route, but that he would review.

Following this question, a resident raised a query in the Zoom chat function noting that in the Q&A document shared after the January public event, the following question was raised:

Can you confirm if you have spoken with Network Rail (or the owners of the arches) in respect of possible access/egress direct to Bengeworth Road from Padfield Road following the rail line?

The resident shared National Grid's response to this question:

We agree it would reduce traffic impacts. Following the public engagement event, we are looking again at this route to double check its feasibility and noted his concerns that National Grid claimed no knowledge of this being asked.

It is worth noting that National Grid has been in ongoing conversations with Network Rail since late 2018 and was reiterating that they would again check on the feasibility of that option.

Another resident asked about access via KCH and whether National Grid has a deadline for these talks. The resident expressed concerns National Grid may not be doing everything it can to progress these conversations. DK confirmed he has been speaking to the hospital since December and has been chasing two-three times per week. DK explained that the hospital has a lot on at the moment and getting in touch with them can be tricky but assured residents a dialogue is ongoing. AZ then stated that National Grid understand how important HGV movements are to residents, and that National Grid is working hard to reach an agreement with KCH.

The next question asked was what would happen if KCH doesn't agree to our proposals, and how vehicular movement is controlled via Cambria Road, as it is not wide enough for 2 HGVS. On access, MF responded that traffic marshals will be operating between the site and the junction between Cambria Road and Southwell Road. He also stated that National Grid are looking into the benefit of reducing the length of some of the parking bays to allow safe manoeuvres and are in discussions with the council on this issue.

The resident then asked if alternative provision would be made available for residents and businesses that rely on these spaces. MF confirmed that National Grid will look into this with Lambeth Council. MF also confirmed that National Grid are in discussions with the council around improving signage at the junction between Cambria Road and Southwell Road. The resident stated that Padfield Road is often used as an alternative to turning left from Coldharbour Lane into Herne Hill Road, and there was an experimental closure a couple of years ago. The junction of Padfield Road and Herne Hill Road is also the site of a number of accidents. He asked if the use of Padfield Road can be looked at in the context of the wider implications for the area. MF confirmed National Grid would take this away and look into it.

Noise and air pollution

The next resident's question expressed concern about noise generated from HGV movements. He noted that paragraph 2.4.2 of the Demolition and Construction Logistics Plan report completed by Arcadis states all access roads in the vicinity of the site are covered by the London Lorry Control Scheme, meaning HGVs are not permitted before 7am. The resident's building looks out directly onto the site, and he noted that he is woken up every morning by white vans arriving in the yard at 6.30am – and that morning (16 February) in particular there were crates and HGVs at 6.30am. He stated that he is not filled with confidence that National Grid is concerned about noise management, especially when council certification is yet to be given for the project. In the chat function, another resident stated they had been woken up that morning by HGVs too. MF replied that he was not aware of works on site early that morning and that he would speak to the contractors to find out if these HGVs were related to National Grid works. He apologised to the residents.

Moving on, another resident asked a question about air pollution. He mentioned the recent Ella Adoo-Kissi-Debrah case, noting air pollution levels in London are already above World Health Organisation (WHO) levels for particulate matter. He noted air pollution levels in Brixton are already at 25 micrograms per cubic meter, but the WHO recommended level is 10. The resident asked how National Grid is planning to mitigate the increased air pollution levels from diesel fuelled HGVs, the wear and tear of tyres and brake discs putting particulate matter onto roads and the harmful chemicals contained in HGVs. The resident also noted air pollution kills 7 million people prematurely worldwide, kills 40,000 in England and 9,000 in London alone.

Petya Georgieva (PG) confirmed that National Grid has carried out an air quality assessment to assess the impact of the vehicles, considering baseline pollution levels for the impacted streets. Information was gathered from monitoring tubes and stations and assumed the worst-case scenario. PG confirmed this information is available in NG's publicly available Environmental Assessment Report, which was submitted to Lambeth Council with other reports and documentation in December 2020. PG went on to note that an additional measure has been put in place with the contractor to ensure all vehicles used are Euro 6 emission class or equivalent and that all workers would be encouraged to come to site by public transport.

The resident then asked where the pollution tests were done, PG confirmed the assessment was completed using data provided by Lambeth Council. The resident replied this data shows we are already over WHO legal limits for particulate matter and nitrous oxides and asked whether the data had been looked at in relation to weather patterns. PG replied that the air quality assessment considers meteorological data such as prevailing winds and site location and that this is presented in the environmental report.

The resident replied that he believes air pressure causes more of a problem than wind. PG confirmed wind does have an impact as it disperses the emissions. PG confirmed that the assessment carried out follows best practice guidance to consider the effect on receptors, to which the resident replied he did

not believe best practice is good enough, as it does not take it account the impact of brake discs and tyres and the harmful metals they release. The resident stated he does not believe Euro 6 regulations go far enough, hence the move towards an electric transport network.

PG stated that assessments had been carried out using all available methodologies and that any further questions could be taken away to the air quality consultant. The resident asked if information about the impact of harmful metals and carcinogens could be included and whether National Grid can confirm that residents will remain safe given WHO air pollution levels have already been breached. JC confirmed National Grid will put issues raised to the air quality consultant after the meeting.

The next resident asked if National Grid could confirm what types of vehicles are being used. PG responded that National Grid are unable to confirm the exact model of vehicles used at this time but assured the resident that all vehicles will meet Euro 6 emissions standards. The resident responded that as his diesel vehicle is now within the expanded ULEZ zone, why are HGVs allowed? The resident asked for confirmation on whether the vehicles will be diesel or petrol. JC confirmed National Grid will answer this question outside of the meeting, along with another resident query in the Zoom Q&A function asking what has been done towards the possibility of using electric vehicles.

Another resident followed up on earlier concerns about noise, noting that 25 people work in Clockwork Studios and may struggle to work due to the noise. The resident then clarified the question was about noise during working hours and asked if National Grid could confirm decibel levels for site works. MF replied, confirming that National Grid has installed a noise and vibration monitoring station on the Southwell Road side of the construction area which can be used to take limits. MF further explained National Grid has set limits it can work to within a Section 61 agreement with the council and that when particularly noisy work must be undertaken – such as plans to break out concrete hand-standing towards the end of this week – this will take place after 9am. MF also stressed that if residents have concerns about noise at a particular time of day, National Grid can work with them to minimise disruption during that period. MF continued by stating that National Grid will be extending hoarding around the site to contain as much noise as possible with noise barriers. He confirmed that National Grid will be monitoring noise throughout works and if it does become an issue, additional measures would be considered.

The next question from a resident asked whether air pollution will be monitored in real time across all impacted streets. MF confirmed that this is being reviewed with specialists and National Grid are looking into setting up a monitoring station where Cambria Road meets the UK Power Networks area – MF stated that National Grid should be able to confirm this in the next week or so. The resident restated how important this is for the local area.

Another resident raised a query about Arcadis' Air Quality Modelling Results paragraph 1.1.14 which states that the results of the dust risk assessment indicate high risk of offsite dust soiling and human health impacts. He also asked about Appendix H of the Noise Survey which states that a water diesel pump will be running onsite 100% of the working week and a compressor for mini piling will be running 80% of the working week. The resident asked how noisy these machines will be and what will be done to mitigate the noise. PG responded that she will confirm the noise levels of the mentioned machinery and respond after the meeting. She explained that the assessment makes assumptions about how much these machines are used onsite and based on the worst-case scenario.

The resident also asked about the Environmental Assessment Report, which states the site is due to be covered by the ULEZ zone from October 2021. The resident asked if vehicles would comply with new ULEZ regulations? JC noted that another resident had raised similar queries in the Zoom chat function. PG responded that National Grid is not an exception to the rules and would meet the standards required.

Workers

A resident raised a query about a worker with a leaf blower blowing crisp packets into his garden and asked if National Grid could look into this and how the boundary is monitored. SC confirmed he will pick this up with UK Power Networks.

Building Design and Structure

A resident asked about the annexe building at the back of the site, and why this is 3m lower than the rest of the buildings and what the main difference between these buildings is. JC stated that this is UK Power Network's substation, before SC confirmed that the initial annexe building is an amenity block for workers, whereas the higher part of the building houses switchgear – apparatus for transporting the electricity around the network. SC confirmed that this equipment is not noisy, the additional height is for housing purposes.

Another resident query asked whether the layout of the site can be amended to avoid impact on listed buildings on Southwell Road. The resident also asked whether National Grid has looked into including a basement on the building to reduce the height of the building and its impact on local landscape and views from Ruskin Park. The resident confirmed that the major concern is the UK Power Network substation affecting Southwell Road. SC stated that this building belongs to UK Power Networks, but that National Grid is working closely with them and will pass on the concerns. SC also confirmed that National Grid will be entering detailed design phase for its buildings in July 2021. The resident asked if the location or configuration of the buildings can still be changed to move away from resident gardens. SC explained that National Grid worked through a number of layouts as part of the planning process and the current layout was chosen to keep noisy machinery away from local residents. The resident then asked if National Grid had considered planting trees to mask the sound and move the buildings further along the railway line or using basements to keep the equipment underground. SC confirmed the substations already have basements, but the resident asked if the basements could be made deeper, from 3m to 6m or 10m. the resident expressed concerns that plans had been developed in disregard to the heritage or context of the site. SC confirmed National Grid had considered the surrounding environment, but that National Grid would take away the resident's suggestions and look into them in more detail. AZ then explained that existing cables underneath the ground have also impacted layout considerations.

Provision of public realm

The resident also asked what steps are being taken to protect the public realm, such as parking spaces and trees, during the works.

PG confirmed that she is not aware of any trees being removed during the works. The resident confirmed he was referring to the protection of trees and ensuring the public realm does not get damaged – and if it does, it gets reinstated. DK responded that he is in close contact with the council about parking and signage and is looking to organise a meeting with them. DK confirmed he had received an email from the council that morning asking about the project's impact on local streets. The resident also confirmed his question was about long-term damage to the road and pavement due to the increased number of vehicles.

He also asked for confirmation that if National Grid is removing selected car parking locations, could National Grid make sure this does not turn the roads into a racetrack if vehicle space is wider. DK confirmed this will be part of his conversations with the council. DK stated they would like to do a walkthrough of the site.

JC confirmed to residents that all additional written questions raised in the meeting that were not covered will be answered in full following the meeting.

The next query concerned residential parking. The resident stated that since the pandemic there have been more cars parking on Southwell Road, both in spaces and on single yellow lines. The resident continued that he had spoken to someone at KCH who explained it was discouraging workers from parking close to the hospital. The resident was concerned this could impact NG's plans and asked if National Grid had heard anything about this in his discussions with the hospital. DK confirmed this had not been mentioned in his discussions but that he would bring it up when he next spoke to the council. Cllr Dickinson stated he has spoken to KCH about this, and he would talk to the hospital about it if it was impacting residents on Southwell Road. Cllr Thackray asked DK to prompt her if he is waiting for a response from the council.

Closing remarks

Joe Cawley drew proceedings to a close and noted that those who had raised specific points separately in the Zoom Q&A would be responded to via email. He also noted that the future working of the CLG had not been discussed and that National Grid would pick this up over email when the minutes are shared. He confirmed that moving forward, these meetings will take place monthly and we will share a date for a meeting in March. He reminded residents that the community relations team is available via phone and email.

MEETING ADJOURNED
