

London Power Tunnels

Bengeworth Road public information event, Q&A document

This document answers the main questions asked at the Bengeworth Road public information event held on 20 January 2021. For more specific questions relating to individual houses, our community relations team will be in touch separately. If you feel you have a question which is not answered here please let us know.

Contents

Building design	1
Construction	3
Light	3
Community relations	4
HGVs and access routes	4
Tunnelling	6
Compensation	7
Air Quality	7
Noise	7
Timescales	8
AOB	8

Building design

1. When will the final designs be ready and when can we see them?

A detailed architectural design for each building (including the two substations and headhouse) will be developed during the detailed design phase of the project, planned to be complete by summer 2022. As part of this process, we will look to work closely with the Community Liaison Group (CLG) to seek their feedback on our plans. We will be required to obtain a prior approval of the external appearance of the buildings from Lambeth Council. We would encourage residents to join the CLG to discuss exactly how the buildings will look.

2. How tall will the substations be?

The substation closest to Southwell Road will be 11.5m rising to 13.5m as it steps away from Southwell Road. We understand that this is a concern for residents and we will work with the CLG on the detailed designs. The other substation will be 15m high.

3. How tall will the headhouse be?

The headhouse will be 10m high.

4. Have you considered lowering the datum of the new buildings to reduce the above ground height of the substations?

We have and our plans include a 2.5m basement in the UK Power Networks substation (closest building to Southwell Road) to reduce the height of the building.

5. How close are the buildings to the site boundary?

The buildings would be built at least 8 metres from the boundary wall so they will not immediately back on to properties on Southwell Road.

6. Why will the substation be enclosed within another building?

To minimise the impact of the building. The new substations have different functions to the existing ones so require a different approach in terms of construction. The new substations are providing switching facilities at both 400kV and 132kV. The most compact form for switching facilities is indoor Gas Insulated Switchgear (GIS) and this has been selected to minimise the scheme impact.

7. Can we see pictures of the proposed design?

A detailed architectural design for each building (including the two substations and headhouse) will be developed during the detailed design phase of the project, planned to be complete by summer 2022. As part of this process, we will look to work closely with the CLG to seek their feedback on our plans and throughout this process we will share proposed designs.

8. Will you use an infrastructure architect to design the building?

We are exploring a number of opportunities for the design of the building and will keep the CLG updated throughout the process.

9. Are the buildings going to be prioritising environmental sustainability?

We are committed to carrying out our essential works with minimal impact on the local community and environment. In consultation with the CLG, we will explore environmentally sustainable options for our buildings.

10. What is the planning process for this site?

The project has submitted its proposal for the development of Bengeworth Road under permitted development and we are in discussions with Lambeth Council. We will keep you updated on this as it progresses. A detailed architectural design for each building (including the two substations and headhouse) will be developed during the detailed design phase of the project, planned to be complete by summer 2022. As part of this process, we will look to work closely with the CLG to seek their feedback on our plans.

Construction

11. Will there be further development of this site once it is completed?

Yes. As electrical demand in London grows, by 2032 it is estimated the capacity of the new Bengeworth Road substation will be exceeded. However, due to the works we will be carrying out, there will be capacity to add a third transformer on the site (next to the railway arches) to meet increasing demand with minimal local impact.

12. Will I be able to feel vibrations through the ground as a result of the tunnelling works?

We have assessed this and you will not be able to feel vibrations from our tunnelling works. Additionally, we will be monitoring our works constantly to ensure that vibration levels stay within parameters. Residents should contact our community relations team if they have concerns.

13. How will this construction impact local parks?

The nearby playpark and paddling pool should be unaffected by our works. We are also looking to work with local groups and the Council to contribute towards maintaining and supporting local community facilities such as parks.

14. Will you be hiring local workers to deliver this project?

We committed to providing local employment through our apprenticeships and local employment schemes. For Bengeworth Road we are committed to hiring local talent to build up skills in the local community where we can.

Light

15. There were some errors in your daylight shading assessment have you corrected these?

Since the public engagement event where concerns were raised about the accuracy of parts of the daylight shading assessment, we are now undertaking a new assessment. This process is still underway and we will update this Q&A as soon as we have the results. We will also directly contact all those residents who raised this concern with us.

16. Have you conducted a survey for easement of light for the properties that back onto the site?

We are currently undertaking a new daylight shading assessment and are considering whether subsequent to this an easement of light assessment should be carried out.

17. Has extra lighting been added to the site, will this shine into people's homes?

Additional lighting will be needed at the site to keep our contractors safe as they carry out the works. However, contractors will be briefed on the requirement to minimise lighting during construction to avoid disruption to residences.

18. How will you mitigate light shining into people's homes?

We will be constructing a fence to avoid light shining into people's homes, we will also minimise the use of light at night where safe to do so.

Community relations

19. Why have I not heard about this project before?

We distributed an invitation on 27 November for a public engagement event on 7 December 2020 to all residents near the site. We were concerned about the low uptake to this event and following discussions with your MP and ward councillors we understood you receive a lot of junk mail which our newsletter may have got mixed up with. Therefore, in response to this we organised another event for January and sent the invites by direct mail.

20. Who will be the point of contact if I have problems with the works?

*Please contact our community relations team if you have any questions or concerns:
Email: nationalgrid@londonpowertunnels.co.uk
Freephone: 0800 783 2855
We are also setting up a CLG, which will help coordinate information to residents and ensure a regular dialogue between the community and our project.*

21. How will National Grid work with the local community to support families and reduce crime?

We are committed to supporting the local communities in which we operate. We have several initiatives in place such as our work with social enterprise MyKindaFuture to deliver a Science Technology and Mathematics (STEM) and careers outreach programme across some of South London's poorest schools. We also have a community grant fund aimed at community organisations and charities in areas where we carry out our constructions works. We fund projects that meet local community needs by providing a range of social, economic and environmental benefits.

HGVs and access routes

22. How will this affect car parking?

No site vehicles will wait or park on residential roads. We are currently assessing whether local parking suspensions (around 10 spaces) would be needed during construction and we will keep you informed.

20 What size will the lorries be entering the site?

Vehicles will weigh around 20 tonnes. Occasionally heavier equipment would need to be brought onto site.

23. How many traffic movements will there be?

The peak vehicle movements are estimated to be around 60 vehicles per day (120 movements). The average vehicle movements are estimated to be 40 vehicles per day (80 movements) over the course of the tunnelling work (summer 2021-2022).

24. What are the working hours of the site?

For works above ground, our usual working hours will be Monday to Friday 8am to 6pm and Saturday 8am to 1pm. There will be no Sunday working.

25. Will there be works at night time?

Yes, 24 hour working will be required while we dig the tunnel, but these works will mostly take place below ground so they should not cause any disturbance.

26. Will the HGVs be going in and out of the site all night?

No, traffic in and out of the site will be restricted to daytime works. Our working hours are Monday to Friday 8am to 6pm and Saturday 8am to 1pm.

27. What are the vehicle access and exit routes, what can be done to minimise impact on local people?

The proposed access to site is currently via Padfield road and the proposed egress is via Harbour Road. Once the traffic reaches Coldharbour Lane, we are exploring two movement options, which will be confirmed in due course.

These routes have been identified following a Transport Assessment and a Road Safety Audit (Stage 1) and we follow the recommendations of this report. We know this work will cause some disruption to residents, but please be assured we will do everything possible to minimise disruption.

28. Why is the existing entrance to the site to the side of Kings Hospital not being proposed as a works entrance or exit to release the burden on the small residential roads that are currently proposed?

The team continues to liaise with Kings College Hospital and are considering a number of scenarios depending on the hospital's response. Once we know the outcome of these conversations, we will be able to fully update residents on potential access.

29. What are the HGV speed limits around the site and how will these be enforced?

Site speed limits are 5mph. The site will have safety reps and managers on site carrying out audits and regular monitoring of site activities.

30. What are the circulation routes for traffic within the site?

A temporary haul road is proposed within the site. This will enable incoming and outgoing vehicles to pass within the site. During the shaft and tunnelling works, further temporary roads will provide the vehicles with turning facilities.

31. Once works are complete will there be more traffic movements than before?

Once the work at Bengeworth Road is complete, we would expect traffic levels at the site to be consistent with what they were prior to works starting. There will be some traffic entering and leaving the site in order to keep the site operational (this could include around one small van entering the site a week to inspect the site).

32. How will the works impact cycle routes?

We are not impacting any designated cycle lanes, however, we understand that the roads we will be using for HGV movements are used by cyclists. Therefore:

- *Appropriate road signs warning cyclists of the site access and of construction HGVs turning in and out of the site will be provided and installed.*
- *Only vehicles notified in advance will be allowed on to site. Procedures will be established, and appropriate control systems will be implemented, for moving on vehicles to prevent queueing.*
- *Traffic marshals will be on site during construction to control vehicle movements, in order to ensure the safety of residents and cyclists. We are also considering traffic marshals at junction of Bengeworth Road and Cambria Road and at the junction of Southwell Road and Cambria Road.*

33. 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?

We agree it would reduce traffic impacts. Following the public engagement event, we are looking again at this route to double check its feasibility.

34. Have you considered using the railway for removing excavated material from the site to reduce the impact on local roads?

Following the public engagement event, we will be speaking with colleagues at Network Rail about the possibility of using rail the removal of excavated material.

Tunnelling

35. Will the tunnelling impact the foundations of the properties on Southwell Road? -

We do not expect tunnelling to have an effect on properties at ground level (as it mostly takes place 30m under the road), however we will have regular monitoring in place to ensure it stays this way. Please do contact our community relations team if you are worried about works affecting your properties.

36. Why can the new tunnels not run alongside the existing ones?

The new development and tunnels are critical to ensure a safe and secure supply of electricity to London. They will replace the current oil filled cables which are buried beneath the road network and reaching the end of their useful life. The new tunnels

will be much deeper underground, causing far less disruption than digging up roads at surface level to replace the existing cables.

37. When the tunnelling reaches Coldharbour Lane does this mark the end of the tunnel adits?

Yes.

Compensation

38. Will the tunnels be running directly underneath any homes and what guarantees are in place to ensure no noise, vibration and structural issues?

Yes, the tunnel does run underneath a few properties and we have contacted people where this is the case. The majority of tunnelling will take place deep beneath the road, further reducing impacts on properties. As with previous answers, we will monitor our works to reduce the likelihood of any impact on properties. Should any buildings be damaged as a result of the development, we will make good any impacts.

39. Will National Grid compensate homeowners for any loss in value of their properties arising from these works?

We do not offer compensation for fluctuations in house prices however, if you feel you are impacted, we recommend you seek independent advice.

Air Quality

40. How will you ensure that air quality is not impacted, and surrounding community assets are protected?

The health of the public is priority and we have conducted Air Quality and Environmental assessments. Throughout our works we will continually monitor the air quality around the site. The vehicles coming to the site will also be new vehicles and low emission.

Noise

41. Will secondary glazing for better noise insulation be offered to residents?

We do not offer glazing to surrounding properties however, we will construct temporary noise barriers to enclose the immediate work area around the shaft. We encourage residents to contact the community relations team should there be any issues with noise.

42. Will the new equipment be quieter than the current set up?

It will be no louder and with new technology we hope it will generate less noise than the existing infrastructure on the site.

43. Will construction be noisy?

All construction work unfortunately generates noise. However, we are committed to minimising disruption as much as possible through the following ways:

- *A temporary noise barrier to enclose the immediate work area around the shaft.*
- *Regular monitoring of noise to ensure we are within our limits.*
- *Regular conversations with the community through our Community Liaison Group to understand if there are particular times to avoid heavy works.*
- *Regular updates for residents about our activities,*

Timescales

44. What are the timescales for the works?

First half of 2021: Prep works and site set up.

Second half of 2021: Tunnelling works begin.

2022: Tunnelling works complete.

2023 - 2025: Substation and headhouse construction.

2026: Bengeworth road site development complete.

AOB

45. What measures will be in place to avoid rats and other creatures coming to the surface, once works start?

The existing Bengeworth Road site is largely hardstanding providing limited habitats for vermin such as rats. The new tunnels will be sealed and will not provide habitats or access for vermin.

46. What is the quantum of the financial contributions that will be made to local infrastructure (e.g. Ruskin Park)?

The project team is discussing the possibility of tree planting in Ruskin Park as part of our aspiration to achieve a biodiversity net gain for the scheme. We also have a community grant fund aimed at community organisations and charities in areas where we operate. We fund projects run by charities and community groups that meet local community needs by providing a range of social, economic and environmental benefits.

47. Do the works take the Covid-19 epidemic into account will the workers wear masks and socially distance from local residents?

We liaise closely with government to ensure we were following the most up to date guidance. this includes:

- *Ensuring works are carried out with a 2m separation distance between people.*
- *Providing welfare / office facilities which ensure a 2m separation distance can be maintained.*
- *Providing PPE and sanitisers to our workers.*

- *Performing COVID risk assessments of work activities.*
- *Providing lateral flow tests to workers.*
- *Performing temperature checks when worker enter the site.*