
NORTH LONDON WASTE AUTHORITY

NORTH LONDON HEAT AND POWER PROJECT

EN010071

PRACTICAL MANAGEMENT OF INTERACTIONS WITH THE NATIONAL GRID DCO

The Planning Act 2008 The Infrastructure
Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009
Regulation 5 (2) (d)

AD07 . 19

July 2016

PRACTICAL MANAGEMENT OF INTERACTION WITH NATIONAL GRID DCO

This note (prepared solely by the Applicant) should be read alongside the Applicant's previous note (prepared jointly with National Grid) "*Impact of the National Grid (North London Reinforcement Project) Order 2014 on the North London Heat and Power Project*", submitted to the Planning Inspectorate at Deadline 5.

This note sets out - in more practical terms - how the potential impacts identified in the jointly-prepared note on the interaction between the NLHPP and the National Grid Order will be managed on a practical basis (Appendix 1.5 of the Applicant's Responses to the ExA's Second Written Questions (AD07.08 submitted at Deadline 5)).

This note was requested by the ExA during the issue specific hearing on 5 July 2016 into the draft DCO.

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) <small>(References to Appendices to the original note on interactions)</small>
1) Access along Lee Park Way from Advent Way	Pages 5 to 9, Table 1, Row #1	<ul style="list-style-type: none"> • Although not indicated as an access route within NG's ES and NG's DCO approved plans, NG have stated that they require access to their proposed materials holding facility (plot 288 on Appendix B) located adjacent to Deephams sewage treatment works approximately 500m north of the application site via Lee Park Way. NG are understood to benefit from a permanent right of access along Lee Park Way under a wayleave agreement. • NG is not proposing to carry out works along Lee Park Way, and the interaction between the schemes is only related to access. • There are two ways to access the NG laydown area: 1) from the south along Lee Park Way from Advent Way 	<ul style="list-style-type: none"> • NG ES Volume 3b – Figures 6.3, 6.4 OHL access plans, 6.7 Proposed traffic routes, 11.3 OHL recreational baseline. <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020009/EN020009-000226-6.3%20Environment%20Statement%2</p>

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) <small>(References to Appendices to the original note on interactions)</small>
		<p>(within the NLHPP Application Site); and 2) from the north along Pickett’s Lock Lane from Meridian Way (outside the NLHPP Application Site).</p> <ul style="list-style-type: none"> • The NLHPP scheme will involve temporarily stopping up Lee Park Way, improvement works to Lee Park Way including the reconfiguration of footpaths and cycle paths, bridge strengthening works on the bridge that makes up part of Lee Park Way, and creating a permanent right of way over Lee Park Way (see Appendix F). At no time during the implementation and operation of the NLHPP will access along Lee Park Way within the Application Site be fully stopped up. Any works will be conducted in limited sections to enable pedestrian, cycle and vehicular traffic to continue to pass along Lee Park Way at all times. There are a small number of zones of diversion (shown on drawing at Appendix F) but these do not relate to vehicles, who will be able to continue to use Lee Park Way. • Lee Valley Regional Park Authority has barriers located at the junction of Lee Park Way and Advent Way preventing unauthorised traffic from entering onto Lee Park Way. Under the NLHPP , it is proposed that this access will be opened up and a second set of barriers will be located along Lee Park Way just after the new eastern entrance to the Edmonton EcoPark (shown on Appendix G and also denoted by an “A” on Plan C_0014 	<p>0Technical%20Figures%20Volume%203a.pdf</p> <ul style="list-style-type: none"> • See Appendix F for NHLPP Plan C_0014 • See Appendix G for p.61 of DAS – Access from Lee Park Way

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) <small>(References to Appendices to the original note on interactions)</small>
		(Appendix F) where the proposed new footpath cycleway meet the Enfield Ditch), preventing unauthorised traffic from continuing along Lee Park Way. These barriers will not affect NG, as authorised vehicles including those related to NG’s scheme will still be able to pass along Lee Park Way.	
2) National Grid corridor of works crossing Temporary Laydown Area between pylons ZBC37 and ZBC38 (PLOT 16 ONLY)	Pages 10 to 12, Table 1, Row #2	<ul style="list-style-type: none"> • Plot 16 is shown at Appendix E (drawing no. B_0002). • The extent of plot 16 of the NLHPP affected by NG’s scheme to uprate the existing ZBC overhead electric line between pylon ZBC1 and pylon ZBC43 from 275 kilovolts (kV) to 400kV is shown on Drawing No. A1/PTD/6283/90 (Appendix A) between ZBC37 and ZBC38, and Drawing E_0010 (Appendix H). • The NG works over plot 16 will involve replacing the wires on the existing pylons with ones of greater capacity. This involves the use of winches, positioned at either end of a section (normally six pylons), to remove the existing wires by pulling them through temporary pulley blocks attached to the pylons. The same method is then used to pull through the new wires. Pylons ZBC37 and ZBC38 are outside the application site for the NLHPP. • Paragraph 1.6.3 of NG’s ES NTS (p.3) states that “the replacement of the wires is scheduled to take place in two stages during 2015 and 2016.” But as this has not 	<ul style="list-style-type: none"> • NG ES NTS section 1.6: https://infrastructure.planninginspectorate.gov.uk/projects/london/north-london-electricity-line-reinforcement/?ipcsection=docs&stage=app&filter1=Environmental+Statement • NG Transport Statement Part 2 – Overhead Line and Cable Works https://infrastructure.planninginspectorate.gov.uk/wp-

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) (References to Appendices to the original note on interactions)
		<p>yet occurred, there is a possibility that these works could coincide with the Applicant's creation of and use of Plot 16 for a Temporary Laydown Area and we will seek to use the liaison procedure (in the private agreement) to work out the practical effects of the interaction of these proposals, should they occur at the same time..</p> <ul style="list-style-type: none"> • Within paragraph 2.1.4 (p.37) of NG Transport Statement Part 2 – Overhead Line and Cable Works, it is stated that work would generally take place between 07:30-18:00. There would also be the occasional need to work outside of these hours to satisfy third party requirements, for example, to install protective nets on scaffolds over roads and railways. • Page 10 of the note on the interaction with the NG DCO sets out what NLHPP works on plot 16 this section of the NG corridor of works could interact with. The relevant elements of NLHPP works on plot 16 are also shown at Appendix H. • If the timing of NG's works over plot 16 coincides with the Applicant's works on and use of the Temporary Laydown Area, the same method used to protect roads and railways i.e. nets on scaffolds could be employed to enable work on both schemes to progress simultaneously and we would expect little or no interaction between the schemes. 	<p>content/ipc/uploads/projects/EN020009/EN020009-000240-7.3%20Transport%20Statements%20Part%2002%20-%20Overhead%20Line%20and%20Cable%20Works.pdf</p> <ul style="list-style-type: none"> • See Appendix A in folder for NG Drawing No. A1/PTD/6283/90 • See Appendix E in folder for NLHPP plots • See Appendix F in folder for NHLPP Plan C_0014 • See Appendix H (laydown area proposals)

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) (References to Appendices to the original note on interactions)
		<ul style="list-style-type: none"> • If NG requires the NLHPP to create an area on either side of the Overhead Line over plot 16 that is free from restrictions, a narrow safe corridor for the passage of workers and vehicles would need to be maintained to avoid sterilising the entire car parking area within the Temporary Laydown Area. A small alternative area of car park may also be needed. • If an interaction was foreseeable a simple liaison procedure could be followed to order to make such arrangements as temporarily fencing off areas or re-scheduling activities to minimise disruptions. The terms of a liaison procedure are being agreed between NG and the Applicant. 	
<p>3) National Grid corridor of works crossing Temporary Laydown Area between pylons ZBC37 and ZBC38</p> <p>(PLOT 21 ONLY)</p>	<ul style="list-style-type: none"> • Pages 12 to 14, Table 1, Row #3 	<ul style="list-style-type: none"> • Plot 21 is shown at Appendix E (drawing no. B_0002). • A section of the overhead line to be re-strung between pylons ZBC37 and ZBC38 will run over plot 21. This section of OHL falls within plot 300 of the NG DCO (see Appendix B) and the centre line of these NG works is shown on Appendix A. • Page 12 of the note on interactions describes what we propose on plot 21. Within plot 21, we proposes to carry out landscaping works (shown at Appendix H (drawing no. E_0010), and to create a zone of diversion and a new footpath (see Appendix F (drawing no. C_0014) 	<ul style="list-style-type: none"> • See Appendix A in folder for NG Drawing No. A1/PTD/6283/90 • See Appendix B in folder for NG Drawing No. A1/PTD/6283/90 • See Appendix E in folder for NLHPP plots

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) <small>(References to Appendices to the original note on interactions)</small>
		<p>under this corridor of NG works.</p> <ul style="list-style-type: none"> If the new footpath is created under the NLHPP before the NG works are carried out, that new footpath will not be able to be used. Where NG does not have express rights in its DCO to stop up or divert rights of way, this new footpath would need to be temporarily stopped up] As with plot 16, the new footpath would need to be either netted or scaffolded. 	<ul style="list-style-type: none"> See Appendix F in folder for NHLPP Plan C_0014 See Appendix H in folder for or NHLPP Plan E_0010
4) Stopping up of towpath, and diversion of towpath on to Lee Park Way	<ul style="list-style-type: none"> Pages 15 to 19, Table 2, #1 	<p>STOPPING UP OF TOWPATH</p> <ul style="list-style-type: none"> NG proposes to stop up footpath 109, which is shown as a bold red line at Appendix C. Footpath 109 is the tow path along the eastern bank of the Lee Navigation. A section of the towpath to be stopped up under the NG scheme falls within plots 13 and 17 of the NLHPP. See Appendix E for location of plots 13 and 17. Appendix B (NG Drawing No. A1/PTD/6283/19) shows the NG corridor of works relating to the uprating of the overhead power lines. From this, it appears there is a limited need to stop up the tow path within plots 13 and 17. Appendix C (Drawing No. A1/PTD/6283/100) shows that the full length of the tow path will stopped up under the NG DCO. It is understood that the full stopping up of 	<p>STOPPING UP</p> <ul style="list-style-type: none"> See Appendix B in folder for NG Drawing No. A1/PTD/6283/90 See Appendix C in folder for NG Drawing No. A1/PTD/6283/100 <p>Diagram 13 on page 14 of AD03.05 (DCO Schedules 6 – 8 Explanatory diagrams</p>

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) (References to Appendices to the original note on interactions)
		<p>the tow path which includes Plots 17 and 13 within the NLHPP Application Site is for safety reasons.</p> <ul style="list-style-type: none"> • The Applicant proposes to stop up plots 13 and 17 during the proposed bridge strengthening works on plot 14. See Diagram 13 on page 14 of AD03.05 (DCO Schedules 6 – 8 Explanatory diagrams) which shows the extent of temporary stopping up on plots 13 and 17 of the NLHPP. • Because Plots 17 and 13 are well away (around 100m south) from ZBC37 where the overhead line meets the edge of the tow path, there would be no danger of the work required in Plot 17 or 13 compromising NG’s safety arrangements for overhead work. <p>Therefore access to Plots 17 and 13 under the NLHPP could be safely maintained if works under both schemes were to coincide.</p> <p>DIVERSION ONTO LEE PARK WAY</p> <ul style="list-style-type: none"> • Appendices C (NG Drawing No. A1/PTD/6283/100) and D (NG Drawing No. A1/PTD/6283/99) show that footpath no. FP109 (shown as a bold red line on Appendix C) will be diverted on to Lee Park Way, from footpath FP69 on Appendix C to footpath FP68 on Appendix D. 	<p>DIVERSION</p> <ul style="list-style-type: none"> • The NG ES NTS section 2.7.4: https://infrastructure.planninginspectorate.gov.uk/projects/london/north-london-

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) <small>(References to Appendices to the original note on interactions)</small>
		<ul style="list-style-type: none"> • This diversion on to Lee Park Way will affect the section of Lee Park Way within plots 14, 15, 21, 22 and 32. See Appendix E for the location of these plots. • Under the NLHPP, Lee Park Way will be temporarily stopped up whilst improvement works and the reconfiguration of cycle and pedestrian routes, as well as bridge strengthening works, take place. • Should the diversion of the towpath under the NG DCO take place at the same time as the NLHPP works on Lee Park Way, there are not expected to be any issues as: (i) the NLHPP temporary stopping up will have zones of diversion for pedestrians and cyclists close to Lee Park Way (see Appendix F for the zones of diversion). The effect of the NLHPP diversions means that the diverted route will formally remain Lee Park Way and only that the route along Lee Park Way will change slightly; and (ii) there would still be a continuous route for the public down to Advent Way. • Within section 2.7.4 NG's ES NTS (p.12), it is stated that "temporary closures of footpaths during the construction works would generally last no more than six weeks and in many cases will be considerably shorter". Should the 	<p>electricity-line-reinforcement/?ipcsection=docs&stage=app&filter1=Environmental+Statement</p> <ul style="list-style-type: none"> • See Appendix C in folder for NG Drawing No. A1/PTD/6283/100 • See Appendix D in folder for NG Drawing No. A1/PTD/6283/99 • See Appendix E in folder for NLHPP plots • See Appendix F in folder for NLHPP Zones of Diversion

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) (References to Appendices to the original note on interactions)
		<p>timing of both schemes coincide in the areas identified above, the Applicant does not see anything which would prevent the works from progressing on either scheme.</p> <ul style="list-style-type: none"> The terms of a liaison procedure are being agreed between NG and the Applicant. 	
<p>5) Diversion of footpath FP274 onto Lower Hall Lane (plot 20), Lee Park Way, and Plot 21.</p>	<ul style="list-style-type: none"> Pages 20 to 23, Table 2, Row #2 	<ul style="list-style-type: none"> Footpath FP 274 shown on NG Drawing No. A1/PTD/6283/100 (Appendix C). The NG DCO diverts FP274 through lower Hall Lane (plot 20 of the NLHPP) and up Lee Park Way (plots 14, 15, 21, 22 and 32). The diverted route is shown by the pink line on Appendix C from FP71 to FP69 via FP72 and FP73. The diverted route carries on from FP69 on Appendix C to FP64 via FP68 on Appendix D. There are 3 interactions: <ul style="list-style-type: none"> (i) Diversion along Lee Park Way – this should not give rise to any issues for reasons given in relation to diversion of FP109 above; (ii) Diversion through plot 20 of NLHPP (see Appendix E). We are seeking a power to temporarily stop up and possess plot 20. We will provide a zone of diversion to the immediate north and south of plot 20 (zone of 	<ul style="list-style-type: none"> See Appendix C in folder for NG Drawing No. A1/PTD/6283/100 See Appendix D in folder for NG Drawing No. A1/PTD/6283/99 See Appendix E in folder for NLHPP plots See Appendix F in folder for NLHPP Zones of Diversion See Appendix H in folder for or NHLPP Plan E_0010 The NG ES NTS

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) (References to Appendices to the original note on interactions)
		<p>diversion shown on Appendix F). If both diversions coincide though plot 20, this will not be a problem. The NLHPP zone of diversion immediately around plot 20 will be able to accommodate a pedestrian route, so there will be a continuous route for pedestrians.</p> <p>(iii) NG diversion will cut through landscaping and creation of new footpath in plot 21. Appendix F shows the proposed new footpath in plot 21. Appendix H shows landscaping on plot 21.</p> <ul style="list-style-type: none"> • Within section 2.7.4 NG’s ES NTS (p.12), it is stated that “temporary closures of footpaths during the construction works would generally last no more than six weeks and in many cases will be considerably shorter”. Should the timing of both schemes coincide in the areas identified above, the Applicant does not see anything which would prevent the works from progressing on either scheme. • Liaison Procedure 	<p>section 2.7.4: https://infrastructure.planninginspectorate.gov.uk/projects/london/north-london-electricity-line-reinforcement/?ipcsection=docs&stage=app&filter1=Environmental+Statement</p>
6) Diversion of Footpath V on to plots 24, 28 and 29	<ul style="list-style-type: none"> • Pages 24 to 26, Table 2, Row #2 	<ul style="list-style-type: none"> • NG Drawing No. A1/PTD/6283/100 (Appendix C) shows Footpath V – see the red line going from FP74 to FP77. • Footpath V will be diverted under the NG DCO, from footpath FP74 (via FP75) to footpath FP76, shown on Appendix C. The diverted route will follow an existing 	<ul style="list-style-type: none"> • See Appendix C in folder for NG Drawing No. A1/PTD/6283/100 • See Appendix E in

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) (References to Appendices to the original note on interactions)
		<p>footpath that runs between plots 24, 28 and 29 of the NLHPP.</p> <ul style="list-style-type: none"> • See Appendix F (NLHPP Zones of Diversion) which shows the existing footpath running through plots 24, 28 and 29. Appendix E shows location of plots 24, 28 and 29. • The NLHPP intends to divert this existing footpath. Appendix F shows the proposed zone of diversion, which is close to the existing footpath. • If the diversions of both schemes occurred at the same time, this would not be a problem. The cumulative impact will still result in a continuous route for pedestrians and zones of diversion are very close to original footpath. • Within section 2.7.4 NG’s ES NTS (p.12), it is stated that “temporary closures of footpaths during the construction works would generally last no more than six weeks and in many cases will be considerably shorter”. Should the timing of both schemes coincide in the areas identified above, the Applicant does not see anything which would prevent the works from progressing on either scheme. • Liaison Procedure 	<p>folder for NLHPP plots</p> <ul style="list-style-type: none"> • See Appendix F in folder for NLHPP Zones of Diversion • The NG ES NTS section 2.7.4: https://infrastructure.planninginspectorate.gov.uk/projects/london/north-london-electricity-line-reinforcement/?ipcsection=docs&stage=app&filter1=Environmental+Statement
7) New NG	Pages 27 to 29,	<ul style="list-style-type: none"> • NG Drawing No. A1/PTD/6283/100 (Appendix C) shows 	<ul style="list-style-type: none"> • See Appendix C in

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) <small>(References to Appendices to the original note on interactions)</small>
access route through plots 18, 19 and 20 (NLHPP access to laydown area from Walthamstow Avenue and Lower Hall Lane)	Table 3, Row #1	<p>NG's power to form a new means of access from AC46 to AC47, which will form an access route to NG Works No.1.</p> <ul style="list-style-type: none"> This new access route will go through NLHPP plots 18, 19 and 20. See Appendix E for plot locations. These plots make up an existing access route into plot 16 from Walthamstow Avenue and Lower Hall Lane. Under the NLHPP, plots 18, 19 and 20 are to be temporarily possessed for the sole use by the undertaker to use as an access into plot 16. During the course of the NLHPP, some maintenance or repairs may be required at this access point. The existing cycle route on plot 20 will be diverted under the NLHPP. The use plots 18 to 20 as an access route by NG is not expected to cause any issues. This is on the basis the NG agrees to comply with traffic management arrangements NLWA deem necessary in the interests of safety and to manage traffic to/from the laydown area such as a traffic marshal. 	<p>folder for NG Drawing No. A1/PTD/6283/100</p> <ul style="list-style-type: none"> See Appendix E in folder for NLHPP plots
8) National Grid creation of access routes to pylons ZBC35 ZBC 36 and	<ul style="list-style-type: none"> Pages 29 to 31, Table 3, Row #2 	<ul style="list-style-type: none"> Appendix C shows that NG will create 3 new routes to reach Works 1 (pylons ZBC35, ZBC36 and ZBC37 shown at Appendix C). These 3 routes will pass through plot 16 of the NLHPP, from: <ul style="list-style-type: none"> (i) AC46 to AC48; 	<ul style="list-style-type: none"> See Appendix C in folder for NG Drawing No. A1/PTD/6283/100 See Appendix E in

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) <small>(References to Appendices to the original note on interactions)</small>
<p>ZBC37 in corridor of works (NG works 1) through plot 16 (Temporary Laydown Area)</p>		<p>(ii) AC46 to AC49; and (iii) AC46 to AC50.</p> <ul style="list-style-type: none"> • These 3 new NG access routes will start from the section of Lower Hall Lane that forms plot 20 of the NLHPP. • Plots 16 and 20 of the NLHPP are shown at Appendix E. • We are seeking powers to temporarily possess plot 16 to create and use it as a Temporary Laydown Area, and plot 20 to use it as part of an access into plot 16. Restoration works are also proposed to plots 16 and 20 under the NLHPP. • As part of the creation of the Temporary Laydown Area on Plot 16, an internal access road will be created within the Temporary Laydown Area itself as shown on Appendix H (Drawing number E_0010) • NG's access route roughly aligns with the internal access road on Plot 16 and NG can be granted a right to pass through plot 16 to access ZBC35, ZBC36 and ZBC37 with little or no interruption to either scheme. • We will use the liaison procedure (in the private agreement) to work out the practical effects of the interaction of these proposals, should they occur at the same time. NG's access requirements should not affect 	<p>folder for NLHPP plots</p> <ul style="list-style-type: none"> • See Appendix H in folder for or NHLPP Plan E_0010

Interaction	Cross- Ref to part of the Note	Response	Reference Document(s) (References to Appendices to the original note on interactions)
		the restoration of plots16 and 20 under article 27(5).	

**NORTH LONDON WASTE
AUTHORITY**

1b Berol House, 25 Ashley Road
Tottenham Hale
N17 9LJ

Telephone: 020 8489 5867

Fax: 020 8365 0254

Email: project@northlondonheatandpower.london