



## MEETING MINUTES

<b>Subject:</b>	Greenwich Pumping Station and Deptford Church Street Community Liaison Working Group
<b>Date and time:</b>	Tuesday 15 January 2019, 7pm-9.20pm
<b>Location:</b>	Creekside Discovery Centre, 14 Creekside, London, SE8 4SA
<b>Minute taker:</b>	John Mealey, Administrative Support
<b>Chair:</b>	Councillor Mehboob Khan, Royal Borough of Greenwich

Item	Topic
1	Welcome, introductions and apologies
2	Review actions of last meeting
3	Project update and Vehicle Holding Area update
4	Any other business and agree next meeting date

### 1. Welcome, introduction and apologies

Welcome from Councillor Mehboob Khan (Cllr MK).

Introduction of Tideway and contractor representatives:

- Andy Sefton (AS) - Senior Project Manager GREPS, Tideway
- Gareth Howells (GH) - Project Manager GREPS, Tideway
- Cedric Neulat (CN) - Project Manager GREPS, Tideway (East), CVB
- Ba Dan Nguyen (BDN) - Construction Manager DEPCS, CVB
- Dave Richmond (DR) - Senior Logistics & Traffic Manager, CVB
- Heather Nickson (HN) - Environmental Advisor
- Anil Dhillon (AD) - Project Manager DEPCS, Tideway
- Megan Kissick (MK) - Assistant Consents Manager, CVB
- Ian Bentley (IB) - Site Agent - More by River / Phoenix Wharf, CVB
- Martin Griffiths (MG) - Senior Community Relations Manager, CVB
- Rebecca Major (RM) - Communications Officer (East), Tideway
- John Mealey (JM) - Administrative Support, Tideway

17 other attendees including residents and representatives from Royal Borough of Greenwich, Lewisham Council, CET, Creekside Discovery Centre, ATA, Greenwich Cyclists, Deptford Working Histories and Crossfield Estate Residents' Association.

### 2. Review actions of last meeting

Councillor Mehboob Khan (Cllr MK) welcomed all attendees and explained he is one of the councillors for Greenwich West ward.

Cllr MK was glad to see there was an excellent turnout for the meeting and explained they are usually held every three months. Cllr MK added that the Community Liaison Working Group

(CLWG) provides the community with an opportunity to find out what work has taken place so far and what is planned for the coming months.

Cllr MK proposed skipping through agenda item two (Review actions of last meeting) until the end of the meeting, as there was a lot to cover during tonight's presentation.

**Post-meeting note: Due to the CLWG running over its scheduled finish time, agenda item two was not revisited at the end of the meeting.**

### 3. Project update and Vehicle Holding Area update

Before a project update was provided, Cllr MK asked the team not to use jargon, otherwise some people at the meeting may not understand the terms.

#### **Deptford Church Street – presentation by Ba Dan Nguyen (BDN).**

Presentation to be issued with the minutes. **Action 1: JM.**

BDN confirmed that a number of works have been completed over the past few months. The capping beam at the top of the shaft is finished, as well as installation of the capping beam for the interception chamber. BDN said that because of the work completed recently, the team is now in a position to start shaft excavation from next week. BDN also advised that hoarding has been installed on Deptford Church Street and the traffic contraflow is also in operation.

BDN explained what work will take place on site over the next six months (*information included within the presentation*). The shaft excavation will be completed by the end of March/start of April. Shaft base slab and shaft portal works will then take place.

BDN confirmed the working hours for the site are 8am-6pm Monday to Friday and 8am-1pm on Saturdays. Extended working hours will allow work to take place up to 10pm Monday to Friday and 5pm on Saturdays.

BDN provided an update regarding the traffic contraflow for Deptford Church Street. There is an extension of the worksite onto the northbound lanes until late 2021 and the northbound lanes have been diverted into one of the southbound lanes. Therefore, southbound lanes now have two-way traffic. As part of the traffic contraflow, Resolution Way has a reversed one-way traffic route.

Heather Nickson (HN) confirmed there have been no Section 61 exceedances due to CVB works in the period September-December 2018. Cllr MK asked HN to explain what a Section 61 is. HN explained that a Section 61 agreement is the consent in place with the council which allows construction work methods and best practice. Noise limits are also set as part of the Section 61.

HN also advised that there have been four Trigger Action Plan (TAP) triggers in the past six months due to CVB works at the residential receptor monitor NM01 on Bronze Street. TAP means there are limits which Tideway must stay below to avoid the need to install mitigation. HN said a local school was a TAP trigger property, so before work started Tideway installed secondary glazing, hoardings etc. The TAP trigger level should not be exceeded more than 10 times in 15 consecutive days or 40 times in any six month period.

A resident said it does not matter if there are set noise levels as sound is subjective, so residents can still be affected.

A resident asked what the difference is between a Section 61 and TAPs. HN said a Section 61 is an agreement with the council, whereby an application is approved. The agreement shows

what works need to be completed, the mitigation in place, working hours, noise model etc, which then helps set noise levels. Whereas TAP is regarding what mitigation is in place, so different noise levels are set that cannot be exceeded.

A resident asked whether there is a difference between the Section 61 and TAPs set noise levels. HN answered yes and explained they have different levels.

A resident asked whether the duration of a noise exceedance is recorded. HN advised an exceedance is measured over a standard 24-hour period. The resident asked what if the noise exceedance for a TAP lasts for four hours. HN said the team follows guidance and legislation. HN said there are noise monitors across the site and if a certain trigger is hit then work must stop. The TAP noise level is much higher than the Section 61 level.

BDN provided an air quality update and explained there have been no exceedances for a 24-hour PM10 alert between August-November 2018 (*details included within the presentation*).

A resident asked whether there is a short-term air quality objective. HN said there is not a short-term air quality objective with any guidance, which is why the team works with long-term figures.

A resident asked whether the works programme at Deptford Church Street remains on track. BDN said the site is on target and there are currently no slippages.

Martin Griffiths (MG) provided a community relations update across Tideway East (*information included within the presentation*). MG said there is a lot of detail within the presentation, so that people who cannot attend the CLWG can still find out what Tideway East is doing in the community.

A resident asked whether there is an update regarding the artwork for Deptford Church Street. MG advised he chased this up last week but received a holding response. An update will be provided ASAP.

### **Greenwich Pumping Station – presentation by Ian Bentley (IB)**

IB said 2018 was an exciting year at Greenwich Pumping Station. The Tunnel Boring Machine (TBM) will be launched from Greenwich, so all spoil will be removed from the site.

IB explained that the TBM enters the tunnel via the shaft and breaks the ground up. Machinery will break the ground and turn it into a slurry paste, before being pumped to Phoenix Wharf. The paste will then enter the Slurry Treatment Plant, where it will then have the water, sand and gravel squeezed from it. This will then leave a chalk paste, which will be removed from site by river or road. The water from the paste is then recycled and reused on site, as much as possible.

IB said the diaphragm walling was completed in May and the team will be excavating the shaft to approximately 50 metres. Excavation will start later in 2019. In December 2018, the capping beam which holds together the separate panels on the shaft was installed. Panels were then installed on top of the shaft, which act as a flood defence.

IB confirmed the acoustic enclosure steelwork is now complete and thanked the community for its patience throughout the overnight works. The steel structures of the acoustic enclosure had to be installed overnight throughout December during engineering hours (c1.30am-5am), due to the Docklands Light Railway (DLR). Netting and scaffolding have also been installed on the shed, so cladding can now be installed which will actually stop the noise.

IB advised that the acoustic enclosure will limit the noise that residents can hear during works. This means that when tunnelling takes place, residents should not be disturbed. Tunnelling must take place 24-hours-a-day.

During August 2018, IB said sheet piles were installed for marine piling activities to strengthen the river wall. The row of sheet piles will stop the wall from moving out, which will allow Tideway to remove spoil by barge. Tubular piles have also been installed, which the barges will moor against. Again, this means move spoil can be removed by barge, which is better for the environment.

A resident asked when the loads of spoil will be removed by barge. IB said the barge movements should start by April 2020 until April 2021. Dredging will start in September 2019.

A resident asked how much spoil will be removed by river. IB explained there are limitations as it is a small creek. IB said Tideway has committed to 24% by river but the team is aiming to beat the percentage. Dave Richmond (DR) said the soil in the area is wetter than expected, which means the amount that can be removed by road has decreased.

IB provided a Phoenix Wharf Slurry Treatment Plant process update. IB said the muck bins on site are four metres deep, below ground level. There is a large amount of equipment at Phoenix Wharf, so the slurry can be treated when it comes out of the ground during tunnelling. IB explained that the site is very small, which is a big challenge, especially when vehicles are used on site.

A resident asked what will happen to the treatment plant equipment at the end of the project. IB said it will be demobilised, removed, refurbished and reused as much as possible.

IB provided a six-month look ahead for the site (*information included within the presentation*).

IB advised of the working hours for the site, across different phases of the project:

#### Monday-Friday

- Standard: 8am-6pm
- Extended: 6pm-10pm
- Night: 10pm-7am
- Continuous: 24-hours-per-day

#### Saturdays

- Standard: 8am-1pm
- Extended: 1pm-5pm
- Night: 10pm-7am
- Continuous: 24-hours-per-day

#### Sundays

- Night: 10pm-7am
- Continuous: 24-hours-per-day

IB explained that continuous work means the team will be working inside the acoustic enclosure 24-hours-a-day but not running lorries overnight. Muck will be stored overnight and then removed during the day.

A resident asked when extended hours will apply. HN said this will be during the shaft base slab pour. Night working hours was used for the acoustic enclosure installation and continuous working hours will be used for the shaft excavation.

IB advised that the shaft base slab pour will be a one-off construction event which will last approximately 18 hours, through the night. It is effectively a continuous concrete pour, which will involve many concrete deliveries. Cllr MK asked whether the concrete will be procured from a local supplier. IB said no and advised the concrete has to be purchased from a set supplier.

Cedric Neulat (CN) stressed that the team will endeavour to mitigate the shaft base slab pour as much as possible and will make sure they are ready to start the pour from 8am.

Cllr MK asked whether the concrete deliveries for the pour will be waiting on site. CN advised that certain details of the shaft base slab pour are still being reviewed but explained there will be the capacity to hold some deliveries on site.

Cllr MK asked when the pour will take place. CN answered June 2019 and advised that the team will provide a full brief for the activity at the next CLWG, to ensure the community is aware of what will take place. **Action 2: Tideway**

A resident asked Tideway to please ensure the shaft base slab pour does not clash with any local events in Greenwich. CN confirmed this will certainly be taken into consideration when finalising the date.

IB provided a noise update and started by using an analogy to explain how the noise level process works, involving a full jug of water and an empty cup. IB explained that each day, Tideway is allowed a certain amount of cumulative noise for a day shift. Each noisy activity uses some of the allowed cumulative noise. If a big noisy event takes place then this will use a large chunk of the cumulative noise for the day, however, if an engine is running all day then usage will gradually 'trickle' up. Once the cumulative noise limit is reached for the day, noisy activities have to stop. IB stressed that the team wants to be a good neighbour and does not try to reach the noise limit, so ensures engines are switched off when possible, plant machinery is turned off, protective screens are erected across the site etc.

A resident asked whether the cumulative noise level limit is reached regularly. IB explained there are different trigger levels for the site and he receives an amber alert if noise increases, which allows the team to assess and manage the work accordingly. IB said night noise limits are much lower.

HN said there were no Section 61 noise exceedances at Greenwich Pumping Station between September-December. There were eight TAP triggers in the past six months which were due to works at residential receptor monitor NM01. There were no TAPs triggers in the past six months at residential receptor monitor NM03.

CN said the team is very proud of the noise results, as it shows that best practice measures are implemented well.

A resident asked whether Tideway has a noise monitor at the lorry holding area at the Deptford site. HN confirmed there is not a noise monitor at the Deptford lorry holding area. DR said that lorries turn off their engines when stationary in the holding bay area, where possible. DR also said traffic marshals are positioned at the holding areas to ensure lorries do not idle. DR explained that while the lorry holding area is not monitored, it is enforced.

DT said it does not fill him with confidence that noise monitors are not located at the lorry holding bay areas. Cllr MK said that if a monitor was installed it would pick up noise from the passing traffic, so it can only be fairly monitored by a traffic marshal. Cllr MK also said if residents ever

notice poor behaviour or idling vehicles, please take a photo and report the incident to Tideway's 24-hour Helpdesk.

HN provided an air quality update for the Greenwich Pumping Station site August-November and said there were no exceedances for the 24-hour PM10 alert during this period. There was a moderate incident recorded by the London Air Quality Network on 22 and 23 November, however this monitors the air quality for the whole area, not just the site.

HN explained that the London Air Quality Network (LAQN) several air quality monitors located in the area and at the next meeting she will show the locations. **Action 3: HN**

Cllr MK said it would be good if HN could advise whether site works may have contributed to the increase in air quality levels, based on the GLA's monitors. HN said the team has best practice measures in place to ensure levels remain as low as possible.

A resident referred to barge movements and said if one barge is equivalent to 40 lorries, how big are the barges. IB said each barge has a 500 tonne capacity but cannot be loaded to its full capacity. Although the amount loaded onto each barge will vary, it will be a maximum of 450 tonnes.

A resident asked why the site only has space for two barges. IB explained there is only a certain amount of room along Deptford Creek and barges cannot be double parked or extended. Diesel powered tugs manoeuvre the barges.

A resident asked whether Tideway's barge movements will affect river traffic on Deptford Creek. IB said no and explained that Tideway will logistically work with others using the river. IB also said marine operations are managed by Notices to Mariners, which Tideway will submit barge movement information to disseminate.

A resident asked whether concrete panels can be delivered to site by barge, as barges will be empty when entering the site. IB stressed the team has looked at every option for how use of the river can be maximised. IB explained that bringing in materials to site by barge is not feasible due to the level of the tide. Concrete segments also need to be delivered to site in a clean and undamaged state, so barges would have to be cleaned prior to deliveries. Also, because of the size of the concrete segments, only a small number would fit on a barge. They would also need to be on Norman Road for the final leg between Phoenix Wharf and the acoustic enclosure.

IB explained that at Tideway's Chambers Wharf site, concrete segments are delivered by river but this is because the site is on the Thames.

A resident asked how the concrete segments will be delivered to the site. DR advised by road on the usual route. When spoil is removed by road, it will exit the site on a different route.

### **Greenwich vehicle holding area update – presentation by DR and Megan Kissick (MK)**

MK advised that after careful thought and consideration regarding a vehicle holding area for the Greenwich Pumping Station site, it has been proposed that the best solution is to install the holding area on Greenwich High Road. At this stage, a three-month trial period has been proposed prior to tunnelling. MK said this would then provide an opportunity for the community to provide feedback and to see whether the location works well.

MK advised of the mitigation measures that would be implemented, if the vehicle holding area was situated on Greenwich High Road (*information included within the presentation*).

A resident asked whether the planning documentation for the vehicle holding area has changed, as he saw a previous version which proposed a 12-month trial period. MK confirmed that the



length of the proposed trial period was changed, following discussions with residents and Greenwich Council. MK said the proposed trial period would be during the shaft excavation works, which Greenwich Council is happy with.

A resident asked why the Construction Logistics and Community Safety (CLOCS) accreditation was not part of the mitigation measures for the holding bay area. DR explained that all vehicles are Fleet Operator Recognition Scheme (FORS) accredited. CLOCS used to be a separate organisation but is now part of FORS. DR also said that the FORS accreditation means all drivers receive extensive training, medicals, managed fuel emissions, managed working hours etc.

DR said Tideway has purchased 15 vehicles which are low-entry cabs. Each vehicle cost approximately £1.5m and all are specifically for the Greenwich Pumping Station site. DR also said lorry drivers have a lot of responsibility, so the vehicles have left-turning speakers, side scanners, cameras, alarms etc.

Councillor Aidan Smith (Cllr AS) asked how many of the vehicles are ultra-low compliant. DR said all vehicles are Euro 6 accredited.

DR stressed to attendees that if a vehicle turned up to the site without the necessary equipment, it will be turned away. There will be a zero tolerance and all vehicles must meet the high standards that have been set.

DR advised of the monitoring processes that will be in place for the proposed vehicle holding area. This includes:

- Pre and post-condition surveys of Greenwich High Road before and after implementation of the vehicle holding area
- HGVs will display a Tideway identifier logo
- Code of conduct for drivers undertaken in alignment with the Lo City driving scheme
- Regular checks to ensure all vehicles are compliant with Tideway standards, which will be recorded in monthly reports
- Monthly reports provided to Greenwich Council
- Regular supervision of the existing highways conditions with the vehicle holding area in operation

A resident said the holding area application and monthly reports will not be any good if they are buried within inefficient council files and hopes the files will be easily visible and accessible.

DR said he would have to receive permission from Tideway but has no issues with certain parts of the monthly reports being shared. DR said if permission is received, the monthly reports could be shared on Tideway's Greenwich Pumping Station webpage. **Action 4: DR / Tideway**

A resident asked whether reports could be produced and shared weekly, because if there is a problem with the vehicle holding area, it would take a month to advise of the issue. DR said reports will only be produced on a monthly basis. CN said the site team would find out instantly whether there were any issues with lorry movements, so issues would be resolved very quickly.

A 4D video was shown which displayed the vehicle route for the holding area.

A resident raised concerns about congestion on Greenwich High Road during peak hours or if there was a problem on Blackheath Hill. DR said several reports were completed, which showed that lorry vehicle movements will have very little impact on the road. The resident disputed this and said if the roads are quiet then lorry movements may not have an impact, but if they are busy then there will be an impact.

A resident said the potential vehicle holding area on Greenwich High Road seems like it has been decided based on convenience for Tideway. DR stressed this was not the case and said Tideway

has worked with Transport for London (TfL) and Greenwich Council to identify other locations, however, the only feasible area is on Greenwich High Road. The resident also said that the team is looking at an alternative vehicle route, for occasions if/when Greenwich High Road is blocked. This would mean access to Greenwich High Road is made from the opposite direction.

A resident asked whether studies have been undertaken to assess the impact of vibration on residential roads, due to HGVs. DR said no, as the HGVs will not cause too much vibration. The resident said a bus makes her house shudder, so is concerned by HGV movements.

HN said the team will investigate whether vibration monitoring on residential roads can be undertaken, so the impact can be assessed. **Action 5: HN**

A resident said the potential holding area on Greenwich High Road is not a 'win' for residents and felt there are alternative options in less residential areas.

Cllr MK asked whether it is feasible for a holding area to be a mile from the site. DR said it would not work if the holding area was a considerable distance from site. DR explained that on Blackheath would only work for the short-term because control of the vehicle plan would be lost, as management of the delivery flow would be lost.

DR repeated that many other areas have been explored but subsequently discounted. DR also repeated that initially, the holding area on Greenwich High Road will be a three-month trial period. DR said safety is paramount to Tideway.

A resident asked what locations have been considered for the vehicle holding area. DR said it was difficult to provide exact locations during the meeting but would happily take this away as an action. Cllr MK requested the information is also uploaded to the Greenwich Pumping Station Webpage. **Action 6: DR**

Cllr MK said if residents can think of an alternative site for the holding area, please email Tideway. Cllr MK advised that a decision will not be made on the proposed location until 19 February.

A resident suggested Langdale Road as a good location for the holding area, near to the hotel and train station. This would avoid residential areas.

A resident said wherever the holding area is located, it will be problematic. The resident is concerned that Tideway has not installed noise or air quality monitors at the location as there is no previous baseline data, however, will monitor the road condition before and after the trial period. The resident felt this was false thinking and requested noise and air quality monitors are installed for the three-month trial period and then the following three months after the trial. HN advised that the results would be based on such a short monitoring period in such a variable area. HN repeated that when vehicles are in the holding area, engines will be switched off.

DR said he has a report regarding noise and air quality monitoring for the vehicle holding area. The document has been shared with TfL but DR will check whether it can be shared on the Greenwich Pumping Station webpage. **Action 7: DR**

Lewisham Council's Amanda Nicholls (AN) explained she has looked at the traffic in the area and the study found that the sites are well managed. The study also shows that there has not been much difference in pollution levels for HGV movements at the site, compared with normal vehicle movements. Her research included the DEPCS and EARPS VHAs within LB Lewisham. She added that the sites are well managed.

DR advised that, following initial ideas, the proposed GREPS vehicle holding area has been reduced from six bays to four. There will also be enough room for other vehicles to use the road and access to the footpath will also be maintained.



A video was shown, which was taken on a GoPro, to show the actual vehicle movement route for the holding bay area process.

A resident was concerned for cyclists' safety as part of the route, as there could be possible conflict when traffic lights go green and lorries move out of the holding area. DR said this has been considered. Vehicles will only be able to leave the holding area when a traffic marshal indicates it is clear to do so. Marshals will be situated on the traffic island.

A resident presumed traffic marshals will receive written instructions. DR confirmed this was correct. The resident asked whether the instructions could be shared. CN said no, as method statements cannot be shared. A resident appreciated that Tideway cannot share its method statement with the community, however, asked that Tideway liaises with Greenwich Cycling Organisation regarding its plans for the holding area. **Action 8: Tideway**

A resident asked whether the speed limit for Greenwich High Road will be reduced. DR said a temporary traffic speed order on the relevant sections of Greenwich High Road and Greenwich South Street to 20mph will be requested.

Cllr AS said TfL is also looking to install a pedestrian crossing but believed it will be for the left-hand turn. Cllr MK said after the temporary speed order, there is a chance it may be made permanent. A resident said many residents will support the temporary traffic speed order.

A resident hoped that following 19 February, it will be taken as a priority to specifically inform regular users of Greenwich High Road and local hotspots of pedestrian activity about Tideway's plans for the trial period and the mitigation measures that will be in place. Cllr MK asked for this request to be noted as an action. **Action 9: Tideway**

A resident asked what hours the vehicle holding area will be in use. MK advised 8am-6pm.

A resident asked whether there will be any spillages on the road. DR said no and advised the lorries have a lock in system on the tailgate, which stops residue.

A resident said it would be good for signage to be erected at the site, in case members of the community have concerns. DR said this will be looked into. CN stressed the importance of the public providing feedback. Please contact the Tideway Helpdesk with any comments.

A resident asked what the plans are once the three-month trial period has ended. Cllr MK said the trial period will run through the shaft excavation phase for the project. Information and feedback received during the trial period will then be used for the next phase of the project, tunnelling.

Cllr MK advised that the next CLWG will take place during the trial period, so will be a good time to capture feedback.

A resident said he believed the vehicle holding area location was subject to approval but the language used in tonight's meeting has indicated it is all but confirmed. The resident hoped that as people have made objections, the subject will go through the proper process. Cllr MK stressed it will certainly go through the proper process, which is why it is so important for residents to provide feedback and alternative options.

#### **4. Any other business and agree next meeting date**

A resident referred to an action from the last meeting and said the model used in tonight's meeting for the lorry route is exactly what she would like to see for barge movements.

As the CLWG had run over its scheduled finish time, Cllr MK ended the meeting.

Cllr MK said if anybody has any further comments, please provide feedback via Tideway's 24-hour Helpdesk (08000 30 80 80 / [helpdesk@tideway.london](mailto:helpdesk@tideway.london)).

**Date of next meeting: Tuesday 30 April 2019**

**Actions Register:**

1. Presentation to be issued with the minutes.
2. Tideway to provide a full brief for the upcoming shaft base slab pour at Greenwich Pumping Station. Brief to be provided at the next CLWG.
3. HN to show where the London Air Quality Network (LAQN) air quality monitors are located near to the Greenwich Pumping Station site.
4. DR to check whether sections of the vehicle holding area monthly reports can be shared on Tideway's Greenwich Pumping Station webpage.
5. HN to investigate whether vibration monitoring on residential streets is possible, to check whether HGV movements could have an impact.
6. DR to advise a resident of the alternative locations that were considered for the vehicle holding area. Information to also be shared on Tideway's Greenwich Pumping Station webpage.
7. DR to check whether he can share a report regarding noise and air quality monitoring for the vehicle holding area.
8. Tideway to liaise with Greenwich Cycling Organisation regarding its plans for the vehicle holding area.
9. Once a final decision has been made for the vehicle holding area on 19 February, Tideway to inform regular users of Greenwich High Road and local hotspots of pedestrian activity about its plans for the trial period and the mitigation measures that will be in place.