



## MEETING MINUTES

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| <b>Subject:</b>       | Putney Embankment Foreshore and Barn Elms Community Liaison Working Group (CLWG) |
| <b>Date and time:</b> | Thursday 12 November 2020, 17:30-19:00   |
| <b>Location:</b>      | Virtual: Microsoft Teams   |
| <b>Minute taker:</b>  | Andeep Gehlot  |
| <b>Chair:</b>         | Jamie Gray, Tideway  |

| Item | Topic   |
|------|---|
| 1    | Welcome   |
| 2    | Review minutes and actions from last meeting (12 March) |
| 3    | Tideway works overview – Putney Embankment Foreshore    |
| 4    | Tideway works overview – Barn Elms                      |
| 5    | Community Engagement                                    |
| 6    | Wider Project Update                                    |
| 7    | Public Art and Poetry                                   |
| 8    | AOB   |
| 9    | Date of next meeting                                    |

### Project staff:

Jamie Gray (JG) – Stakeholder and Consents Manager, Tideway  
 Chris North (CN) – Section Manager for Putney Embankment Foreshore and Barn Elms, BMB  
 Bridget Sawyers (BS) – Public Art Consultant, Tideway  
 Bhavini Vyas (BV) – Project Manager for Barn Elms, Tideway  
 Andeep Gehlot (AG) – Communications Lead, Tideway  
 Ray Cantwell (RC) – Construction Engineer for Putney Embankment Foreshore, Tideway  
 Katie Ashton (KA) – Communications and Community Relations Manager, BMB  
 Louise Walsh (LW) – Compensation and Mitigation Lead, Tideway

### Residents / Organisations:

12 attendees including residents, a representative from St Mary's Church and representatives from London borough of Wandsworth.

|            | Item   | Action |
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| <b>1.0</b> | <b>Welcome, introductions and apologies for absence</b>  |        |
| 1.1        | Jamie Gray (JG) starts meeting and welcomes everyone to the virtual meeting.   |        |
| 1.2        | JG went through the actions register from the last CLWG.   |        |
| 1.3        | Action 1 – Closed – Barn Elms is not in Fleur Anderson's (FA) constituency. Dianne James (DJ) said there is no update available regarding the parking charges as Barn Elms has been closed during the lockdown period. The problem of aggressive parking hasn't been an issue. |        |

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| 1.4        | FA said she drops her son at the sports centre during the day and parking can be an issue. FA suggested having a steward at the top of the road to direct cars. DJ will forward onto the Parks team as this falls within their remit. <b>Action 1</b>  | DJ |
| 1.5        | Action 2 – Closed – Presentation issues with the minutes   |    |
| 1.6        | Action 3 – Closed – Included in today’s presentation   |    |
| 1.7        | Action 4 – Closed – An enquiry had been sent to Chris Livett and waiting for a response.   |    |
| <b>2.0</b> | <b>Tideway works overview</b><br><br>Update by Chris North (CN)  | AG |
| 2.1        | <b>COVID Secure Sites:</b> <ul style="list-style-type: none"> <li>• There have been adaptations to the sites due to COVID earlier this year. Barn Elms was temporarily closed so the site could be assessed</li> <li>• At Putney, the works continued but new measures were implemented using guidelines from the government and the Construction Leadership Council</li> <li>• The signage and guidance at the sites are similar to what you would find at supermarkets – space for individuals and wearing face coverings as well as personal hygiene. There is an increase in use of PPE.</li> <li>• During the current lockdown, construction is being encouraged to continue safely.</li> </ul> |    |
| 2.2        | <b>Tideway works overview – Putney Embankment Foreshore</b>  |    |
| 2.3        | Putney Embankment Foreshore update – presentation by CN. Presentation to be issued with the minutes. <b>Action 2.</b>  |    |
| 2.4        | <b>Putney Overview:</b> <ul style="list-style-type: none"> <li>• The combined sewer overflow (CSO) is beneath Putney Bridge and this is where the discharge comes out into the river.</li> <li>• We are intercepting this CSO. The flows will go through the high-level connection tunnel (HLCT), down into the shaft, through the lower-level connection tunnel (LLCT) and then into the main tunnel.</li> <li>• On Watermans Green we have started to construct a small electrical kiosk which will provide electricity to the site.</li> </ul>  |    |
| 2.5        | <b>Recent Progress:</b> <ul style="list-style-type: none"> <li>• Since we met last in March, we have pipe-jacked through the LLCT.</li> <li>• We have also installed the vortex tube and completed the air treatment chamber</li> <li>• In the HLCT there is a metal plate covering the CSO. The outflow will go into the tunnel from this CSO, but it is currently blocked off, as there is river water above. Plate will be removed during the commissioning phase.</li> <li>• The stainless-steel pipe was lifted, and is now positioned, into the shaft.</li> <li>• There is reinforced concrete surrounding the vortex pipe in the shaft which holds it in place.</li> </ul>                    |    |
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| <p>2.6</p> <p>2.7</p> <p>2.8</p> <p>2.9</p> <p>2.10</p> | <ul style="list-style-type: none"> <li>• The purpose of this is because the flow of water is speeded up as it approaches the shaft. It then runs into the vortex tube, so the water swirls as it goes down towards the LLCT, slowing the energy down.</li> <li>• The air treatment chamber and the valve chamber will be buried on site. They will have manhole opening lids will be above so there is access to the structures.</li> <li>• Within Watermans Green there is a new small structure that will house the electrical equipment within a kiosk.</li> <li>• The foreshore structure, once finished, will have granite along the front which will match river wall and bridge.</li> </ul> <p><b>Timeline:</b></p> <ul style="list-style-type: none"> <li>• Shaft internal works (vortex pipe): October 2020</li> <li>• Lower Richmond Road works: January 2021</li> <li>• Kiosk construction: February 2021</li> <li>• MECIA installation and landscaping: Spring 2021 – Spring 2022</li> <li>• Main Site demolition: Early summer 2022</li> <li>• Temporary slipway removal: summer 2022</li> <li>• Completion: winter 2022</li> </ul> <p><b>Upcoming works</b></p> <ul style="list-style-type: none"> <li>• We will connect the CSO to the HLCT. Also, the MEICA installations will begin.</li> </ul> <p>A resident said that there is an erosion problem around the foundations on the arches under Putney Bridge. David Miles was looking into it, along with a Councillor and Thames Water. The resident asked if anyone has replaced David.</p> <p>CN said Thames Water are regularly monitoring the arches. The resident said they have CCTV to film incidents as they happen – at high tide with heavy rainfall. The resident asked if any solutions had been worked out.</p> <p>JG said that this sits with Thames Water. JG will get an update for the resident and will let him know about David’s replacement. <b>Action 3.</b></p> | <p>JG</p> |
| <p>3.0</p> <p>3.1</p> <p>3.2</p> <p>3.3</p>             | <p><b>Tideway works overview – Barn Elms</b></p> <p>Barn Elms update – presentation by CN</p> <p>CN provided an overview of the site layout and explained how the team has created new changing rooms at the Sports Centre and demolished the old ones. A temporary access road has also been created around the perimeter of the site.</p> <p><b>Recent progress:</b></p> <ul style="list-style-type: none"> <li>• Barn Elms was temporarily closed for a short time, but have completed a good amount of work</li> <li>• Since the last meeting we have:             <ul style="list-style-type: none"> <li>○ Completed the 213m pipe jack tunnelling from the shaft to the main tunnel</li> <li>○ Completed CSO interception chambers base slab and walls</li> <li>○ Completed of the mechanical and electrical kiosk structure</li> <li>○ Complete phase 1 of sports centre car park works</li> </ul> </li> </ul>  |           |

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| <p>3.4</p> <p>3.5</p>   | <ul style="list-style-type: none"> <li>• The pipe-jacking machine was similar to the machine that created the LLCT at Putney.</li> <li>• Part of the existing sewer had been cut out and a plastic pipe replaced it, which helps to carry flows through our construction area. This is so works can continue without disrupting the flows.</li> <li>• Some of the temporary work structures in the interception chamber are ongoing. The plastic pipe will be removed during the commissioning period and the flows will be diverted through to the shaft and connection tunnel</li> <li>• The mechanical and electrical kiosk are housed in one structure.</li> <li>• Since last meeting the pipe work has been installed and the structure is complete. There is an architectural element of a clad finish.</li> <li>• Curbs, tarmacking and drainage have been installed in the sports centre car park</li> </ul> <p><b>Timeline:</b></p> <ul style="list-style-type: none"> <li>• Complete secondary lining of connection tunnel – January 2021</li> <li>• Vortex Installation and shaft secondary lining: spring 2021</li> <li>• MECIA installation and landscaping: autumn 2021 – spring 2022</li> </ul> <p><b>Upcoming works</b></p> <ul style="list-style-type: none"> <li>• Complete the connection to the main tunnel and to start the secondary lining of the connection tunnel.</li> </ul>  |  |
| <p>4.0</p> <p>4.1</p> <p>4.2</p> <p>4.3</p> <p>4.4</p> <p>4.5</p> | <p><b>Community Engagement</b></p> <p>Katie Ashton (KA) provided a community engagement update.</p> <p><b>Helpdesk update:</b></p> <ul style="list-style-type: none"> <li>• Since the last CLWG on 12 March, 42 complaints and one commendation have been received relating to Putney and Barn Elms</li> <li>• KA advised that if a resident feels they are being impacted by Tideway works, they can make a claim to the Independent Compensation Panel (ICP)</li> <li>• Full details of the ICP is included in the presentation, as well as details of Louise Walsh, Tideway’s Mitigation and Compensation Lead</li> </ul> <p>KA explained there are various communication channels in which Tideway BMB interacts with the community. These include:</p> <ul style="list-style-type: none"> <li>• Information sheets</li> <li>• Monthly tunnelling e-updates</li> <li>• Quarterly publication of River Times magazine</li> <li>• Virtual monthly drop-in sessions</li> <li>• Email notifications</li> <li>• Community presentations</li> </ul> <p>Resident activities were put on hold due to COVID. This is now being reviewed. Successful virtual work placements have taken place over the past few months. We have also supported the Wandsworth Food Bank, which is located near our Carnwath Road Riverside site. We also helped refurbish a community bench for a local resident.</p> <p>We are always looking new initiatives, so if you know of a community group or of anyone, please contact Helpdesk and they’ll put you in touch with KA.</p> |  |

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| 4.6        | You can stay up to date via our social media channels for information across the whole project with pictures and videos.   |  |
| <b>5.0</b> | <b>Wider Project Update</b>  |  |
| 5.1        | Project update from Andeep Gehlot (AG):  |  |
| 5.2        | AG advised there is a TBM tracker on Tideway's website which shows the location of all TBMs on the project – <a href="http://www.tideway.london/tbm-tracker/">www.tideway.london/tbm-tracker/</a>  |  |
| 5.3        | In the West, Rachel left Carnwath Road last year and has completed her drive. She is being disassembled at the Acton Storm Tanks site. The smaller TBM, Charlotte has completed her drive and has constructed the Frogmore Connection Tunnel.  |  |
| 5.4        | In the Central area of the project, Millicent has completed her drive to the west. Ursula has almost completed her drive to Chambers Wharf and will be breaking through in the next couple of months.  |  |
| 5.5        | The two TBMs in the Eastern area of the project are called Selina and Annie. Tunnelling is due to being later this year. Selina arrived at Chambers Wharf during the summer. Annie is at Victoria Deep in Greenwich.   |  |
| 5.6        | AG presented the 'Building the Super Sewer' infographic, which shows the progress being made at each site. The codes at the bottom of the infographic show the construction phase at each site on the project. If the particular phase has been completed on site, it will be highlighted in the infographic.  |  |
| 5.7        | Leonie Cooper (LC) asked if the sites are running to programme across the project. JG said because of the impact from COVID, it caused most of the sites to temporarily close, so the programme paused for a short time.   |  |
| 5.8        | LC said she thought there may have been an impact from COVID, so it would like to be updated as she is often asked about the project. JG said DJ is heavily involved in discussions about the project so she will be kept updated as well.   |  |
| 5.9        | Ray Cantwell (RC) mentioned that even though work is ongoing, there will still be a slight impact on the programme. LC said that this is expected, and she visited the Dormay Street site to walk the Frogmore Connection Tunnel to King George's Park. LC said she had a very good briefing about what the restrictions are and of the impacts. LC said it's impressive with the level of COVID securities that has been installed and how the project is able to continue. |  |
| 5.10       | DJ said if there is anything that FA or LC would like to know or understand about the project, she is happy to help.   |  |
| <b>6.0</b> | <b>Poetry</b>  |  |
| 6.1        | Bridget Sawyers introduced herself and went through her presentation.  |  |
| 6.2        | There will be no branding of Tideway at any of the sites. There was an intention where the public could 'walk the sites' when walking along the river. The concept was put together when the original plan for the development consent   |  |

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|      | <p>order (DCO) went in. The Signature Ventilation Columns (SVC) will be used as an element of this.</p>  |  |
| 6.3  | <p>A SVC at the Putney site, but not at Barn Elms. Some sites across the project have no SVCs, and other sites will have up to four.</p>   |  |
| 6.4  | <p>The SVC is 8m high and is made from solid bronze. The shape is like a vortex tube, which will maximise the air movement through the column, but make it look interesting as well. A company making this SVC is based in the Netherlands and it will arrive by barge in a few year's time.</p>   |  |
| 6.5  | <p>As part of the DCO, we needed to put text on the SVC. We have a series of poems written about the sites, and the font is the Doves font. The font was created by a printer in Hammersmith. History says that there was an argument between the two partners of the press, and they threw the metal typescript into the Thames.</p>  |  |
| 6.6  | <p>A typographer worked with divers and the Port of London Authority (PLA) to retrieve the metal plate and created a digital version. We are going to use this unique font for our sites.</p>  |  |
| 6.7  | <p>Dorothea Smartt was commissioned by Tideway. She has recently become a Royal Society of Literature Fellow. Dorothea spent a long time looking at history and the narrative of different parts of the site. She is also a performance poet, so hopefully in the future we can record her reading the poem.</p>   |  |
| 6.8  | <p>Dorothea's brief was to look at the lost rivers. Some of sites have lost rivers under the sites or close to it. At Putney, it is Beverley Brook. There is a mix of poems, and a collection being produced as part of the collection called "<i>Hidden Rivers, Hidden Times</i>". There is more information available on the Tideway website which has more information: <a href="https://www.tideway.london/benefits/art-on-the-tideway/permanent-commissions/dorothea-smartt/">https://www.tideway.london/benefits/art-on-the-tideway/permanent-commissions/dorothea-smartt/</a></p> |  |
| 6.9  | <p>The poem for the Putney SVC is: <i>Beverley Brook seeks the Thames, finds her at Putney. 1921. Flappers plunge feet first, our city's finest swimmers riding her waters all the miles to Kew.</i></p>   |  |
| 6.10 | <p>This has a reference to women's sporting history and the reference taken from 1921 BFI film. It will be read bottom up and will be polished so easily read.</p>   |  |
| 6.11 | <p>We have 19 ventilation columns, so 19 poems across nine sites. More information on these can be found on the Tideway website: <a href="https://www.tideway.london/benefits/art-on-the-tideway/permanent-commissions/dorothea-smartt/">https://www.tideway.london/benefits/art-on-the-tideway/permanent-commissions/dorothea-smartt/</a></p>   |  |
| 6.12 | <p>The public art programme is spread across temporary and permanent artwork. For example, the temporary hoarding artwork at the Putney site. Poetry is required by DCO to have heritage interpretive materials. The methodology to do that is through the poetry.</p>   |  |
| 6.13 | <p>In the Heritage Interpretation Strategy (HIS), in west it is was about <i>Recreating to Industry: A Society in Transition</i>. The public can go from seeing the greenery at Kew up to Putney, where it is all green and the further you go it becomes more industrial and more civic towards the centre of London.</p>   |  |
| 6.14 | <p>At Barn Elms, the HIS reference was in relation of the Babington Encryption of the correspondence between Mary Queen of Scots and Walsingham. The</p>   |  |

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|            | narrative was about the estate and rights to freedom. As there is limited public access on site, the artist looked at what could be done in the structure. As there is a curve in the structure of the kiosk, there will be a bronze coloured façade.   |  |
| 6.15       | The design combines contemporary and historic coding so there will be an intricate layering of elements. We will be beginning to work with fabricators in the next few months.  |  |
| 6.16       | At Putney, the HIS is related to the Putney Debates, specifically how Putney dealt with the cultural context influenced by popular moments. The artist is a sculptor and is based in Scotland. The artist's approach refers back to the Putney Debates and a birthplace for democratic thinking, human rights and civil liberty, by aiming to draw attention to the democratic use of the Thames. |  |
| 6.17       | The artist is in the process of sourcing three oars from different working boats from a wherry, barge and skiff, which are quite big. We are currently working with fabricators to move the oars to Scotland for casting. The cast bronze oars will be used to create part of the ballustrade.  |  |
| 6.18       | The University Boat Race's marker stone is now far away from the river. We wanted to link the stone to the river, so there is a marker strip and it can still be used for the boat race. The artist produced a text from the bronze strip, which will be: <i>the best leveller is the river we have in common. The tide and the wind direct our paths.</i> This will also use the Doves font.     |  |
| 6.19       | We are talking to fabricators about casting this and hope that it will be cast locally in Putney in a bronze foundry.   |  |
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| <b>7.0</b> | <b>AOB</b>  |  |
| 7.1        | FA said she enjoyed BS's the presentation enormously, as she did CN's presentation. It's such an impressive project that is being managed and the artwork ideas. She is looking forward to seeing them in real life.  |  |
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| <b>8.0</b> | <b>Date of next meeting</b>   |  |
| 8.1        | Looking around February or March time for the next meeting.   |  |

**Actions Register:**

| Meeting Date | Item | Action   | Responsibility | Status |
|--------------|------|--|----------------|--------|
| 12/11/2020   | 1.4  | <b>Action 1:</b> DJ to contact Parks team regarding a steward at the sports centre | DJ             |        |
| 12/11/2020   | 2.3  | <b>Action 2:</b> Presentation to be issued with the minutes                        | AG             |        |
| 12/11/2020   | 2.10 | <b>Action 3:</b> JG to update BG regarding David's replacement                     | JG             |        |