



MEETING NOTES

Subject:	Greenwich Pumping Station and Deptford Church Street Community Liaison Working Group
Date and time:	7 February 2023, 6:30pm – 7:30pm
Location:	Virtual – via Microsoft Teams
Notes:	Emily Black

Agenda

Topic	Lead
Welcome, introductions and overall project overview	Emily Black
Greenwich Pumping Station <ul style="list-style-type: none"> Construction update – Greenwich Pumping Station Noise and air quality 	Lucas Truflandier Lydia Claxton
Deptford Church Street <ul style="list-style-type: none"> Construction update – Deptford Church Street Consents update Noise and air quality 	Audric Rivaud Lydia Claxton
Legacy and Community Investment	Martin Griffiths
Mitigation and Contacting Tideway	Emily Black
Discussion	All

Attendees

Four residents attended online, referred to by initial below.

- BM (joined for part of the meeting)
- CP (joined for part of the meeting)
- MD
- MK (joined for part of the meeting)

Tideway and Main Works Contractor, CVB

- Audric Rivaud, Site Manager Deptford Church Street CVB (AR)
- Emily Black, Engagement Manager, Tideway (EB)
- Lucas Truflandier, Project Manager, Greenwich Pumping Station CVB (LT)
- Lydia Claxton, Environmental Advisor, CVB (LC)
- Martin Griffiths, Senior Community Relations Manager, CVB (MG)

Thames Water

Meeting agenda

- Demi Dean, Communications & Stakeholder Manager (DD)

Lewisham Council

- Zahra Rad, Planning Officer

	Item
1	<p>Welcome</p> <p>EB welcomed everyone to the meeting and introductions were made. It was noted that as there are so few residents attending these sessions MK would no longer act as Chair. MK noted he could only attend part of the meeting.</p> <p>Four residents attended the meeting.</p> <p>EB noted that across Tideway we have 24 sites, stretching over 25km from Acton to Abbey Mills in Stratford. As a project construction for Tideway is currently 85% complete.</p> <p>As of April 2022, we have finished primary tunnelling across the project. We have also excavated all of our drop-shafts. Some of the drop shafts are being lined with a secondary layer of concrete currently and in a lot of locations we have already closed the shafts by putting a concrete lid on them.</p> <p>Secondary lining to the tunnel is ongoing in the eastern sections of our tunnels. This is where we add a second layer of concrete to the inside of the tunnel. This is due to be completed in 2023. The sewer system will then get tested and we hope for the super sewer be fully operational in 2025.</p> <p>The latest aerial photographs were presented of the sites. These were taken on the previous day.</p> <p>The slides from the presentation are available on our website here.</p>
2	<p>Construction update – Greenwich Pumping Station</p> <p>LT provided an update on the construction progress and upcoming programme for our Greenwich Pumping Station (see presentation - here). Highlights include:</p> <p>Tunnel & Shaft</p> <ul style="list-style-type: none"> • We have completed the launch sequence of our tunnel secondary lining shutters. • Primary tunnelling logistics have been removed from the Greenwich site. • We have started the shaft secondary lining under continuous hours (24/5) inside the acoustic enclosure <p>Combined Sewer Overflow (CSO) - where we intercept with the existing sewer</p> <ul style="list-style-type: none"> • Work to the internal reinforced concrete walls is ongoing <p>East Beam Engine House (EBEH)</p> <ul style="list-style-type: none"> • The East Beam Engine House is an existing historical structure which will hold the electrical and mechanical equipment. As it is historical there is some refurbishment to undertake.

Meeting agenda

- The team have completed the new permanent concrete slab
- We have started the internal refurbishment of brickworks and window renovation

Air Treatment Chamber (ATC)

- We completed the excavation of the chamber in December 2022.
- Internal reinforcement concrete works are ongoing

Culvert

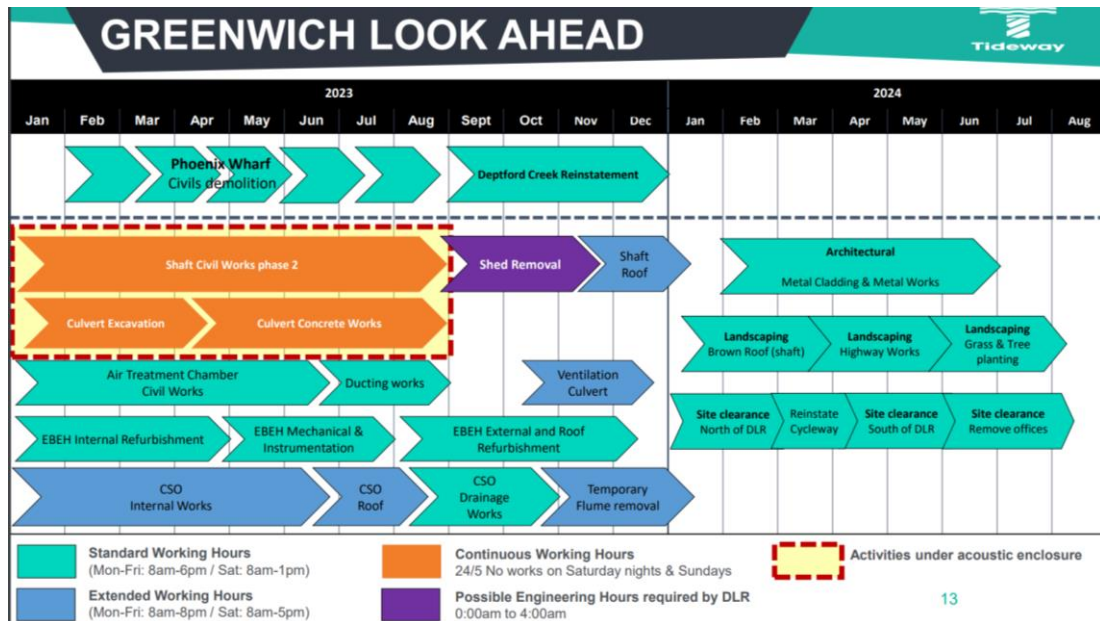
- The team have completed the enabling works for excavation. This included the removal of the temporary concrete platform
- We have started the excavation for the structure

Phoenix Wharf

- All elements of the Slurry Treatment Plan and all acoustic enclosure have been removed
- The team are looking to re-start demolition of the remaining temporary concrete structures in the coming months.

LT provided an update on the programme to the end of the project (see slide 13 below).

This included the work that will take place inside and outside of the acoustic enclosure (shed).



2.1 Upcoming works (next 3 months)

Shaft

Planned works (inside the acoustic enclosure)

- Completion of the shaft secondary lining
- Construction of the shaft internal walls
- Construction of the shaft suspended walkways

Culvert

The culvert is the 12m deep structure connecting the interception chamber (CSO) to the main shaft.

Planned works (inside the acoustic enclosure)

- Continue excavation and installation of temporary propping and opening of the walls
- Construction of the base slab

The shaft and culvert works will take place during continuous hours inside the noise enclosure. It will be 24-hour working, 5 days a week. No work is planned on Saturday nights & Sundays.

Combined Sewer Overflow (CSO)

- Construction of lining walls (ongoing)
- Construction of two internal walls (ongoing)
- Start installation of the cast iron penstock gates

This work will take place during extended working hours (Monday to Friday - 8am to 8pm and Saturday – 8am to 5pm)

East Beam Engine House – during standard working hours

- Internal brickwork repairs
- Re-installation of 22 windows
- Start of installation of mechanical and instrumentation equipment

Air Treatment Chamber – during standard working hours

This is an underground structure, 10m x 10m x 5m deep. It is located between Valegro House and the acoustic enclosure.

- Construction of concrete walls and roof
- Backfilling and sheet pile removal

Phoenix Wharf – during standard working hours

- Concrete ramp and culvert removal
- Underground concrete structures partial removal

Other planned work

Main acoustic enclosure removal (planned for late 2023)

- Due to the proximity of the DLR viaduct removal of main shed will require some work to take place under engineering hours (0:00am to 4:00am).
- Removal of all temporary concrete platforms and temporary concrete foundations

Removal of existing cycle path / footpath (after construction of permanent footpath).

Offices & site hoarding removal.

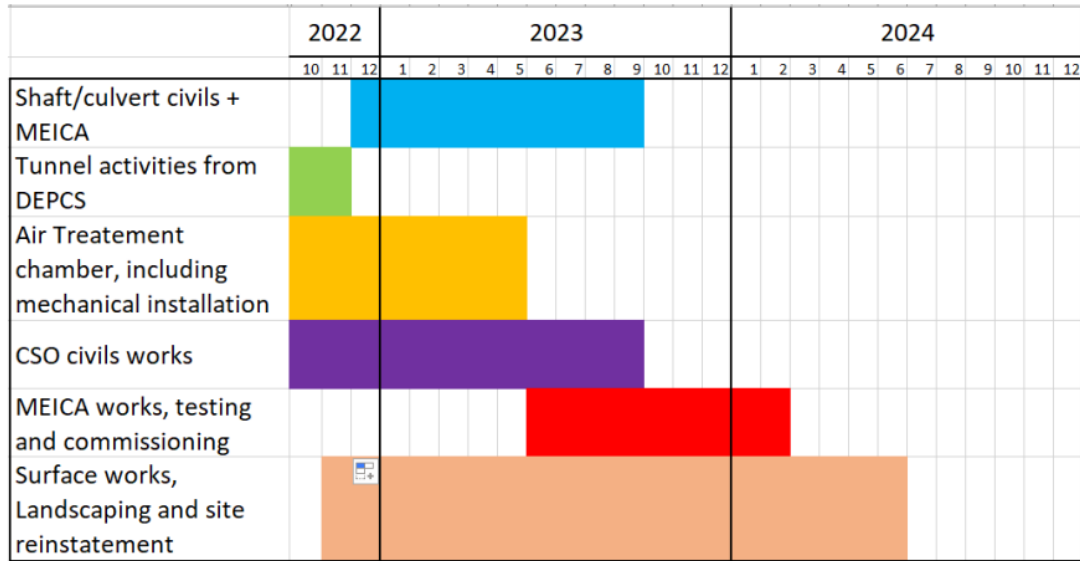
Landscape and architecture (expected in early 2024)

Meeting agenda

	<p>The architecture & landscape plans were approved by the Royal Borough of Greenwich and the decision was issued on 21 April 2022.</p> <ul style="list-style-type: none"> • Cycleway / footpath reinstatement • Brown roof over shaft • Soft landscaping, planting and artwork • Road surfacing • Site reinstatement and demobilisation
	<p>Noise and air quality</p> <p>LC presented the latest air quality and noise monitoring figures.</p> <p>In the period August 2022 to Jan 2023 there have been four Section 61 noise exceedances that have been reported to the local authority.</p> <p>There have been zero air quality exceedances recorded in the same period.</p> <p>Any exceedances that do take place during any future works will be reported to the local authority.</p> <p>It was noted that the current Section 61 Phase 5 covers the period up to end of March 2023. Section 61 Phase 6 will come into effect in April 2023.</p>
	<p>Resident questions and Tideway responses</p> <div style="border: 1px solid black; padding: 5px;"> <p>Query – Resident stated he had been relocated because of traffic on Norman Road. Wanted to understand future traffic levels on Norman Road.</p> <p>Response – LT stated that the higher levels of construction traffic experienced were mainly due to the muck-away activities. This work has now been completed and lorry traffic has already reduced somewhat.</p> <p>The vehicle holding area has also been removed, so traffic can now flow through Norman Road.</p> <p>LT stated that from November 2023, construction traffic levels are expected to be lower as the civil works should be completed. There will still be work taking place in 2024 and lorries will still be required for deliveries though.</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Comment – Resident noted that residents are pleased to have the use of Norman Road back after the vehicle holding area has been removed.</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Comment – Resident noted excitement that East Beam Engine House is having restoration work undertaken on it. Resident has lots of Victorian photographs of the engine/engine house.</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Query - Resident requested that the site team keep him informed of progress on the cycleway reinstatement. Resident is interested to know how it will be reinstated and who is involved. Resident is also part of CreekLink a group that is working on a heritage signage trail through the area.</p> </div>

	<p>Action 1 – Team to keep resident updated in terms of progress of the cycleway reinstatement.</p> <p>Note – regular updates have been provided to Tideway by CreekLink on their heritage signage trail. As requested by Creeklink the most recent update has been attached at the bottom of these notes.</p> <hr/> <p>Query – resident asked if recent correspondence between Creeklink and Tideway regarding the heritage signage trail can be shared with MG.</p> <p>Action 2 – EB to share recent correspondence on the proposed signage trail from CreekLink to MG. This signage trail is not being delivered by Tideway. Action closed.</p>
3	<p>Construction update – Deptford Church Street</p> <p>AR provided an update on the construction progress and upcoming programme for our Deptford Church Street site (see slide 23-31 - here). Highlights include:</p> <p>Air Treatment Chamber (Phase 1)</p> <ul style="list-style-type: none"> • Roof, internal screeding and sheet pile removal has been completed • Connection to the shaft is ongoing • Upcoming work includes: installation of filters, draining connection to the shaft <p>Ventilation Chamber (phase 2)</p> <ul style="list-style-type: none"> • Sheet piling work is complete • Excavation is ongoing • Base slab construction is ongoing • Upcoming work includes: to complete structure up to the roof, backfill and remove the sheet piles <p>Shaft</p> <ul style="list-style-type: none"> • The tunnel concrete secondary lining from Deptford Church Street has been completed • The removal of the temporary backfill has been completed • Construction of the collar beams is ongoing • Upcoming work includes: collar beams, mass fill concrete, walls construction <p>Combined Sewer Overflow (Phase 2) sewer connection</p> <ul style="list-style-type: none"> • Storm sewer demolition is complete • Base slab construction is ongoing • Installation of the new Bronze Street sewer is also ongoing • Upcoming works: walls, cascade slab, roof construction. <p>Electrical kiosk</p> <ul style="list-style-type: none"> • Enabling works and excavation has been completed • Ducts installation under the slab is ongoing • Upcoming work includes: base slab, walls, roof construction <p>Surface works:</p> <ul style="list-style-type: none"> • Upcoming work includes: ducting & drainage installation, ventilation column base construction and soakaway construction

AR provided an update on the programme (see slide 28 below).



MEICA* - Mechanical, Electrical, Instrumentation, Control & Automation features

EB noted that staff members were recently filmed at Deptford Church Street as part of our regular update videos. Please find a link to the video [here](#). We have a dedicated YouTube channel which contains all our videos. Visit here - <https://www.youtube.com/@TidewayLondon>

Consents – Deptford Church Street

AR noted that the Deptford Church Street architecture and landscape design received approval from the Council on the 25 November 2022 (Ref: DC/22/128518).

It was also noted that the Council is seeking to keep the one-way system on Crossfield and Coffey Streets via a Traffic Management Order - this is currently being advertised on the London Borough of Lewisham’s website.

Noise and air quality

LC presented the latest air quality and noise monitoring figures.

In the period August 2022 to end of Jan 2023 there has been one Section 61 noise exceedance that has been reported to the local authority.

There have been zero air quality exceedances recorded in the same period.

Any exceedances that do take place during any future works will be reported to the local authority.

It was noted that the Section 61 Phase 6 covers the period from April 2022 until April 2023.

Legacy and Community Investment

MG noted some of the initiatives that CVB staff had undertaken recently including:

Meeting agenda

	<ul style="list-style-type: none"> • CVB continuing to sport STEM activities and offering work experience opportunities. • Staff were today at Waltham Forest College as part of Apprentices' Week. • CVB recently hosted 'A Capital Experience' for charity Career Ready UK. More than 40 students from secondary schools in our site boroughs learnt about the super sewer project and their importance as stakeholders. • Tideway has worked closely with environmental charity Thames 21 and has had a lot of engagement with London Youth Rowing. • Site team have volunteered to help with local gardening projects. • Presents and donations have been delivered ahead of Christmas to South London charity - Times & Talents. • Ahoy Centre – team have been supporting charity by using the venue's event space and by donating surplus materials to avoid waste.
	<p>Resident questions and Tideway responses</p> <p>Query - A resident asked if primary schools and specifically Tidemill School had been engaged with?</p> <p>Response – MG noted a lot of the work with primary schools took place at the start of the construction project with for example work with the hoardings around the Deptford site. Team had been in to speak with nearest school St Joseph's this week. MG noted that the team are happy to engage with schools but have found not all schools are interested in engaging.</p> <p>MG encouraged resident to send over the contact details of any schools that want to engage with Tideway.</p> <p>Post meeting note - In Deptford we have supported The Lennox Project who engaged with a number of local schools to discuss the heritage of The Lennox and the history of Deptford. In 2020 Tideway funded a two-year programme to support the Creekside Centre, to allow it to deliver several new community programmes, including: mapping local plant and wildlife with community volunteers; a new Science Club for 11 to 16-year-olds; family learning and activities targeting disadvantaged families; and community walks and talks. Tideway gave a final grant in 2023 to allow more wildlife mapping volunteers to be trained and to fund a schools programme exploring the water cycle.</p>
	<p>Mitigation and contacting Tideway</p> <p>EB reminded residents of the mitigation process available if you feel affected by Tideway's work.</p> <p>Independent Compensation Panel</p> <p>You can download the claim form from the Tideway website: here</p> <p>For personal assistance contact our Helpdesk: 08000 30 80 80 or helpdesk@tideway.london</p> <p>The Helpdesk can submit your claim to the Independent Compensation Panel (ICP) on your behalf, or you can submit your claim direct to the ICP: admin@tidewayicp.london</p>

Meeting agenda

	For independent advice contact Independent Advisory Service (IAS) Helpline: 0800 917 8845 or info@tidewayias.co.uk
	Any Other Business EB thanked residents and staff for attending the meeting and closed the meeting.

Actions from today's meeting

Meeting Date	Action	Responsibility	Status
7 Feb 2023	New Action 1 – Team to keep resident updated in terms of progress of the cycleway reinstatement.	CVB	Open
7 Feb 2023	New Action 2 – Tideway to share recent correspondence on the proposed CreekLink heritage trail from MD to CVB's MG. This signage trail is not being delivered by Tideway.	Tideway	Closed. Correspondence has been shared with MG

Update from CreekLink with the request that the email is attached to the meeting notes. (received 27 January)

As always, we do appreciate that the CreekLink Heritage Trail arrangements are a very small part of the overall Tideway project. However, in contrast to other Tideway sites, including Deptford Church Street, the Greenwich Connection Tunnel project will not leave obvious improvements to the public realm adjacent to the GREPS site. Given continued collaboration between all stakeholders, CreekLink's GREPS Information site plans should make a major contribution in this regard. That is why I hope this summary of progress over the past year can be attached to the CLWG minutes, and that all relevant CVB staff can be kept informed.

Turning to that part of the CreekLink Heritage Trail project which concerns GREPS, please note the following:

1. CreekLink are delighted with, and grateful for the confirmation of funding from both TTT and Thames Water for one information board each, as a contribution to CreekLink's account of the heritage of the GREPS site. We look forward to working closely with all concerned to agree on the design and content of the two boards. CreekLink will take full responsibility for their installation.
2. The proposed CreekLink Heritage Trail will be made up of a total of nine information sites: two relating to GREPS, and seven elsewhere on the Creek. CreekLink still plans to supplement the two TTT and Thames Water info boards with additional story boards placed along the C10 pathway by Ha'Penny Hatch footbridge, to do full justice to the rich heritage of the GREPS site. CreekLink intends to apply to the Vinci Foundation in 2023 to fund up to three additional C10 GREPS story boards. CreekLink will apply to the National Heritage Lottery Fund to cover the cost of the story boards on the remaining 7 information sites.
3. In spite of strong and much appreciated support from Vinci's William-Paul Gates and Andras Nemeth, CreekLink was unable to meet all the conditions required by the Vinci Foundation in time for the 2022 spring deadline. The chief problem in accepting TTT and Thames Water funding, and in applying for additional Vinci Foundation funding, has been CreekLink's legal standing. We are a properly constituted local amenity group, but we lack full charitable status. This has also delayed our application to the National Heritage Lottery Fund for support

Meeting agenda

for the rest of the project. We are still negotiating with the Greenwich Society, which has full charitable status, so that our funding applications can be submitted in their name. We have been promised an answer from the Greenwich Society by the end of February. We are also exploring other ways of acquiring charitable status. One way or another, we hope to finally establish charitable status for CreekLink by Spring 2023, hopefully in time to meet the 2023 Vinci Fund application deadline.

4. We have also gained assurances from the London Borough of Greenwich that they will provide written confirmation of their support for the CreekLink Heritage Trail project. This means that, once we have established the necessary charitable status, we can move on preparing funding applications to both the Vinci Foundation, and the NHLF. We will keep TTT and Thames Water informed of progress.
5. Before we can put those applications together, we do need to sort out with TTT and Thames Water the terms and timetable for their respective grants to the CreekLink Heritage Trail project. When will each organization make the promised funds available, under what terms, and what will be the timetable for us spending the money? I guess this question is initially directed to Emily and Demi - for them to sort out with respective financial departments, and hopefully get the answers back to us.
6. The broad details of the re-instatement of the C10 Cycleway are laid out in LBG's planning agreements with TTT. However, these predated the emergence of an LBG backed CreekLink Heritage Trail. We will liaise closely with LBG Planning and TTT over ensuring the fine detail of Cycleway re-instatement arrangements takes into account the needs of the GREPS element of the Heritage Trail. Could TTT please keep us informed of all information relating to (a) the planning of the re-instatement process, including discussions with LBG Planning (who do not always keep CreekLink informed), and (b) their likely timescales?
7. We appreciate that the C10 pathway is outside the GREPS boundaries, and understand that the landlord of the area crossed by the C10 pathway is Network Rail. We are keen to start an urgent discussion with the appropriate department and people in Network Rail about their plans for this area. But it's really hard finding out who to speak to! We know both Thames Water and TTT will have had regular contact with Network Rail in this regard – and indeed must still be talking to Network Rail representatives re the realignment of the C10 path here. You would be doing us an enormous favour if you could tell us who we should be talking to. And indeed, if those in TTT and Thames Water who are in touch with Network Rail have picked up any information re Network Rail plans for this area, it would be really helpful if you could share what has been learnt!
8. And a final question: has any thought been given to an appropriate event to celebrate the completion of the works on the GREPS and Deptford sites?