



## MEETING MINUTES

<b>Subject:</b>	Kirtling Street and Heathwall Pumping Station Community Liaison Working Group
<b>Date and time:</b>	Wednesday 24 January 2024, 6.00pm - 7.30pm
<b>Location:</b>	Kirtling Street visitors centre – in person
<b>Minute taker:</b>	Georgia Boyd
<b>Chair:</b>	Councillor Mark Justin and Councillor Matthew Corner

Item	Topic
1	Welcome and minutes
2	Project Overview and Update
3	Kirtling Street site update
3a	Q&A
4	Heathwall Pumping Station site update
4b	Q&A
5	Environmental and Noise update for both sites (Jul 23 – Jan 24)
6	Community Engagement update
7	AOB

### Chairs:

- Councillor Mark Justin and Councillor Matthew Corner – Wandsworth Council

### Project staff:

- Alick Whitfield (AW) - Community Relations Manager, Tideway/FLO
- Georgia Boyd (GB) – Engagement Manager, Tideway
- Ignacio Tognaccini-Sainz (ITS) - Tunnel Project Manager, Tideway/FLO
- Francisco Pimentel (FP) – Site Agent, Tideway/FLO

### Residents / Organisations:

Nine residents, and two councillors in person.

	Item	Action
1.0	<b>Welcome and minutes.</b>	
1.1	Alick Whitfield (AW) welcomed the group and both new councillors to the meeting. With no objections raised regarding the minutes from the previous meeting (Jul 2023) they were approved and we moved onto an overview and general update from across the project.	

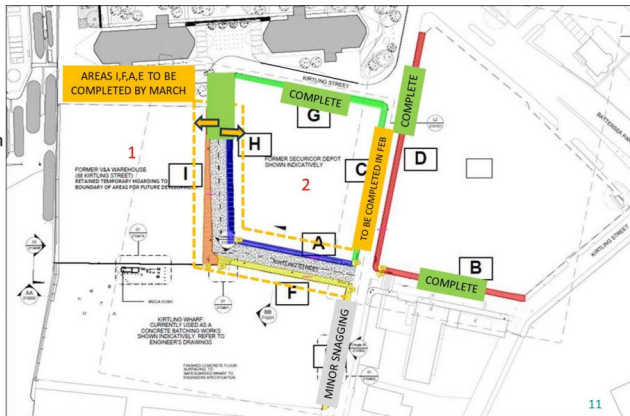
<p>2.0</p> <p>2.1</p> <p>2.2</p> <p>2.3</p> <p>2.4</p>	<p><b>Project Overview and Update - presentation by Georgia Boyd (GB)</b></p> <p>GB shared a slide showing the whole of the Tideway route map highlighting the different colours represent the breakdown of areas (East, Central and West). Kirtling Street is located in the middle orange section of the map. Key facts:</p> <ul style="list-style-type: none"> <li>• 25km long</li> <li>• Up to 7.2m diameter - which is the equivalent width to 3 double decker busses side by side</li> <li>• Self-cleaning tunnel (using gravity) starting at 30m in Acton (West) ending up at 66m deep at the Abbey Mills site (East)</li> </ul> <p>Tunnelling through London:</p> <ul style="list-style-type: none"> <li>• Next GB highlighted the different ground types teams had to dig through (Clay, Sands and Chalk) and the various different challenges that were faced with each ground type; with the Central section being the only contractors to work through all three.</li> <li>• This slide also highlights the start and end as well as the main key drive sites from where the Tunnel Boring Machines (TBMs) were launched. There are different joint ventures / contractors responsible for delivering each of the sections West, Central and East with Amey ensuring the systems to operate the tunnel are integrated across the whole project.</li> </ul> <p>Progress Highlights from across the project and other areas:</p> <ul style="list-style-type: none"> <li>• Out of tunnels and shafts in the west and most of our tunnels and shafts in the central section</li> <li>• Architecture and landscape is well underway at most of our West and Central sites</li> <li>• Carnwath Road shaft lid has now been completed with Chambers Wharf underway</li> <li>• Cofferdam removals are complete at Victoria and progressing at Chelsea, Albert and King Edward Memorial Park.</li> <li>• Acoustic shed removal is progressing at Greenwich and has started at Chambers Wharf.</li> </ul> <p>Progress highlight photos for other central section sites:</p> <ul style="list-style-type: none"> <li>• Falconbrook</li> <li>• Chelsea Embankment Foreshore</li> <li>• Victoria Embankment</li> <li>• Blackfriars</li> </ul>	
<p>3.0</p> <p>3.1</p>	<p><b>Kirtling Street update - presentation by Ignacio Tognaccini-Sainz (ITS)</b></p> <p>ITS talked through the progress and changes to the site referencing one photo of the site from Jun 2019 and one from Aug 2023.</p> <p><b>Current activities – pavement and road reinstatement works</b> (referencing the image on slide 11 – see also below 3.2)</p> <ul style="list-style-type: none"> <li>• Areas B and D were completed in November and now re-open to the public</li> <li>• Areas C and G are nearing completion - once minor works have been completed including some lamppost installations and bollard works this will then be opened up for public use again             <ul style="list-style-type: none"> <li>○ It was confirmed that the street sign for Kirtling street is still up and will be reinstated once all works are complete.</li> </ul> </li> </ul>	

- Also confirmed that the hoardings with printed ivy would remain in position but the Heras fencing would come down in the next 2-3 weeks.
- Areas A, F, H and I are scheduled for completion end of March (some lampposts and trees to be reinstated). However once completed it will remain 'onsite' within our hoardings. Although part of this road (marked by the green block below) will be opened, it will be for permitted access only to allow contractors into areas 1 and 2) the rest of the road will remain closed to public access until 2025.

3.2

KRTST- Architecture and Landscaping Phase

- Footpath renovation works at Kirtling St and Cringle St - almost complete
- Kirtling St road reinstatement - Completion scheduled for March 2024.
- Kirtling St will be partially open to allow permitted access to areas 1 and 2. The rest of the road will remain closed.
- Outstanding items: lamp posts, bus stop signal and minor snagging on footpaths.



3.3

Progress pictures

- ITS then talked through the photos on the slide showing the road and pavement reinstatement progress.
- Next images showed the covered shaft and the areas, which will be our access to the tunnel and used throughout the testing stages.

3.4

Target programme – Slide 14

Kirtling Street Target Programme

Programme Overview	2023												2024												2025									
	J	F	M	A	M	J	J	A	S	O	N	D	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J					
Shaft structures																																		
Roof slab																																		
ATU and Kiosk																																		
MDCA installations																																		
Mooring piles installation																																		
Pontoons and brows mob																																		
Houseboats reinstatement																																		
KRTST Highway																																		
KRTST and BC footpaths																																		
Hoardings																																		
Offices demob																																		
Additional Site reinstatement works- slabs drainage																																		

3.5

Key Programme Highlights

ITS kept in the target programme shared at the previous meeting (Jul 23) to show which areas have been changed or delayed.

<p>3.5.1</p> <p>3.5.2</p> <p>3.5.3</p> <p>3.5.4</p> <p>3.5.5</p> <p>3.6</p> <p>3.6.1</p> <p>3.6.2</p>	<p>Starting from bottom up:</p> <ul style="list-style-type: none"> <li>• System activation is due to start this summer 2024 and ongoing system testing and commissioning, this date is dependant and can be driven by other sites completion dates.</li> <li>• Additional site reinstatement works – ITS highlighted how last time our efforts to minimise the amount of concrete breaking left to do were mentioned and it has now been agreed with Thames Water for us to leave the slabs as they are, with only minimal works needing to be carried out i.e. creating channels required for drainage.</li> <li>• The office demobilisation date has a high chance of being moved later into 2025. This is due to the dependency on other central section sites completing and where they are experiencing any delays, it has a knock on effect on Kirtling Street as it is considered to be the central hub location for all central sites.</li> <li>• The Kirtling Street road reinstatement (KRST Highway) is now due to complete end of March</li> <li>• The mooring piles, pontoons and houseboat reinstatement are all linked pieces of work that are dependent on PLA consents being approved.             <ul style="list-style-type: none"> <li>○ Waiting for consents from PLA to move ahead. The current planned earliest date is April/May to reinstate mooring piles, if consents are granted as planned as soon as mooring piles are installed we can install pontoons and then houseboats.</li> <li>○ A question was asked by houseboat owners “based on the 8 month slip, are you confident that work would be started/ completed by the dates shown?”. ITS responded to say “No not very confident at all, as it could move again and this target programme shows the earliest it can happen i.e. this programme (May-Aug 2024) reflects the best case scenario, if all required permissions are granted in March.</li> <li>○ FP further added that as contractors our scope was to install the mooring piles only, for which consents have been requested. We are still awaiting acceptance. The PLA have extended the determination period to March so by March we could know if we have the go ahead or if we instead have to wait longer.</li> </ul> </li> </ul> <p><b>3.6 Resident questions and comments</b></p> <p>Comment – It seems a shame the office demob is so long after seemingly most of the works are completed.</p> <ul style="list-style-type: none"> <li>• ITS - yes however this amount of time is still required to allow the testing and commissioning works to happen which means the offices will still be in use and access to site will be ongoing until full system go live in 2025.</li> </ul> <p>Resident question - Are you planning on doing any works to the footpaths to the west towards the waste centre?</p> <ul style="list-style-type: none"> <li>• ITS – No this was not in our scope of works and thinking ahead the council wanted to avoid people walking into the dead-end road when walking along the Thames Path.</li> </ul>	
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<p>3.6.3</p> <p>3.6.4</p> <p>3.6.5</p> <p>3.6.6</p> <p>3.6.7</p> <p>3.6.8</p>	<p>Resident question – Referring to slide 11 – Will you be tarmacking the whole road?</p> <ul style="list-style-type: none"> <li>ITS - No as we are reinstating it to its original state there some parts that are cobbled</li> </ul> <p>Resident question - When open will it be a one way system?</p> <ul style="list-style-type: none"> <li>ITS it will be reinstated to as it used to be.</li> </ul> <p>Resident question – The covered shaft will that never be built on?</p> <ul style="list-style-type: none"> <li>GB – referring to KN’s response from the last meetings <u>minutes</u> (2.8 +2.9)</li> <li><i>‘There are clear restrictions and constraints in place and once the tunnel is complete and in operation, we have to be able access the tunnel to inspect and maintain it as part of our Operational Maintenance activities.</i></li> <li><i>Safeguarding zones also exist around our assets, varying in distance e.g. 6-8m depending on the type and part of the asset it is. There are no plans that we are currently aware of, that indicate the area around the shaft is due to be developed.’</i></li> </ul> <p>Resident question – what is the large old brick building near the middle of the site?</p> <ul style="list-style-type: none"> <li>ITS - substation providing power to a number of buildings currently and will remain there until 2025 until plans to relocating it by future developer</li> </ul> <p>Resident question – Following a site visit to the tunnels when they were all empty are they now full?</p> <ul style="list-style-type: none"> <li>ITS - No they are still empty but during testing and after commissioning is when there shall be some water entering the tunnels</li> </ul> <p>Resident question – For the storm testing how do you get the water into the tunnels, it’s not due to be delivered by road is it?</p> <ul style="list-style-type: none"> <li>ITS - No it is simply a case of opening the connections from the existing sewers to allow flows to fill our tunnels. Good news is this means preventing some discharges into the river even at the point of testing, before full system go-live.</li> </ul>	
<p>4.0</p> <p>4.1</p> <p>4.2</p> <p>4.3</p>	<p><b>Heathwall Pumping Station update - presentation by Francisco Pimentel (FP)</b></p> <p>FP welcomed the group and notified them that this is to be his last meeting on the project as he moves on and hands over to ITS.</p> <p>FP talked through the progress and changes to the site refencing one photo from Jun 2019 and the latest one taken in Aug 2023.</p> <p>Also talked through photos highlighting the recent progress the site team has made, including brick work, fin fencing, the balustrade and the scour protection works.</p> <p>Key points:</p> <ul style="list-style-type: none"> <li>3D scans of Chambers and Shafts</li> <li>All snags have now been addressed inside the chambers and shafts</li> <li>Completion of scour protection phases I and II</li> <li>Testing of hydraulic systems now complete</li> </ul>	

- Minor Civils are ongoing including: paving slabs, drainage, electrical and water supply, parapets, gate foundations. With some future marine works still to do as shown in the programme (slide 22 and image below)
- Paving is nearing completion
- Brick wall, fence and gate installation is currently ongoing
- Marine furniture installation ongoing

4.4 Reminder of acronyms:

- SWSR – Southwest Storm Relief
- CSO – Combined Sewerage Overflow
- IC – Interception Chamber
- A&L – architecture and Landscaping
- MEICA – Mechanical, Electrical, Instrumentation, Control & Automation

4.5 Target Programme (Slide 22)

Heathwall Target Programme 2023 - 2024																				
Programme overview	2023							2024												
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Marine Scour protection Install																				
Minor Civils works																				
Decommissioning of Outfall Diversion																				
Landscaping and site Reinstatement																				
MEICA installation																				
TFL reinstate footpath on nine elms lane																				

4.6 Key updates:

- Good progress made from previous meeting with regards to Architectural and Landscaping (A&L) works.
- Works include installation of the new balustrade on the river railings
- New fin fence installation around the site on the Thames Path side
  - Difficult to provide a definitive date for when the path will be open as there are a number of activities that need to be completed and in place before this can be opened
  - There will be a gate enabling access to walk along the Thames Path into Vauxhall but has been built to allow Thames Water to close it off for any future required maintenance
- We have experienced some delays due to issues of working with live sewers and tide times
- Decommissioning of outfall diversion is dependent on obtaining consents from PLA

4.7 Resident questions and comments

4.7.1 Resident Question - What if any potential impacts will your woks have on the old Victorian tributary that runs along nine elms?

- FP explained how there was an interception chamber that we call SWRC when storm sewer couldn't cope it would be released into the river. We intercepted that chamber building a new larger chamber around it to be able to hold a larger capacity which will now be captured by our system and sent down into the main tunnel helping to prevent discharges into the river. There will still be odd events that forces the outfalls to be used but should be incredibly rare.

<p>4.7.2</p> <p>4.7.3</p>	<p>Resident Question – So there is still a chance of there being a discharge into the river.</p> <ul style="list-style-type: none"> <li>FP - Yes there is in the case of a large storm. The tunnel is able to hold 1.6million cubic metre so needs a large downfall of rain to push it over the limits</li> </ul> <p>Resident Question – Nine Elms Lane - You may know from works with TfL that they are planning to introduce cycle lane improvements, are their works dependant on your pit lane going?</p> <ul style="list-style-type: none"> <li>FP - no we would always have been off site before their works start.</li> </ul> <p>Resident comment - perhaps one for councillor to take away to TfL once pit lane has gone it will be quite a wide road with potentially no protection for cyclists?</p> <ul style="list-style-type: none"> <li>Councillor commented that in relation to safety on Nine Elms Lane, feedback has also been received about feeling that the lights above the Waitrose junction could be better phased as presently this can cause confusion and causing a near fatality on a daily basis.</li> </ul>	
<p>5.0</p> <p>5.1</p> <p>5.2</p>	<p><b>Environmental and Noise Update – presentation by AW</b></p> <ul style="list-style-type: none"> <li>AW ran thorough slides 25-40 on behalf of Anna Lamb who was unable to attend in person</li> <li>As there are not further night time works planned we will no longer be showing night time works in these graphs in future.</li> </ul> <p><b>Highlights</b></p> <ul style="list-style-type: none"> <li>A lot of work has gone into working on our environmental credentials.</li> <li>In September 2023, FLO team won Rightway Award – Environmental Initiative of the Year</li> <li>The award recognised our efforts towards Circular Economy and Waste Minimisation             <ul style="list-style-type: none"> <li>Thousands of tonnes of materials and equipment have been saved from waste disposal through donation, reuse on other projects, and reselling.</li> </ul> </li> </ul>	
<p>6.0</p> <p>6.1</p> <p>6.2</p>	<p><b>Community Engagement Update - presentation by AW</b></p> <p>AW reported 13 complaints and 2 enquiries for KRST and 3 complaints with 1 enquiry for HEAPS within the period (July 2023-Jan 2024)</p> <p>AW highlighted the community work that the team has contributed to:</p> <ul style="list-style-type: none"> <li>St George’s Primary School – continuing to support the school in improving the playground and garden areas</li> <li>Donating furniture and equipment to the Katherine Low Settlement</li> <li>Collecting for early-reader books for local primary schools</li> <li>Host secondary school “engineering days” at the Kirtling Street site office.</li> <li>Riverside litter picks – will restart in March</li> </ul>	

7.0	<b>Any other AOB/questions</b>	<b>Action</b>
7.1	Resident question - When will the site under the Vauxhall Bridge be completed <ul style="list-style-type: none"> <li>• AW responded to say - you refer to our Albert site and that will be completed in 2025.</li> </ul>	
7.2	Resident question - What is the structure on the western side of the Vauxhall bridge for <ul style="list-style-type: none"> <li>• AW those are the intertidal terraces that have been planted for birds and wildlife</li> </ul>	
7.3	Link to Thames21 for anyone wishing to get involved in supporting the charity and the great environmental work they do and any future river clean ups please click <a href="#">here</a> .	
Meeting closed.		

**Actions Register:**

Meeting Date	Item	Action	Responsibility	Status
24/01/24	1	Share link to Thames21	GB	CLOSED