

TEAM2100 Barnes & Mortlake project FAQ

TEAM2100 is planning to undertake works at two outfalls in Barnes & Mortlake, one situated near White Hart Lane, postcode SW14 8SW, the other situated near Elm Bank Gardens, postcode SW13 0NS. There will also be works taking place to culverts running under White Hart Lane and Elm Bank Gardens.

The site set-up is scheduled to begin towards the end of May 2021, with construction works beginning in mid-June 2021. The project is projected to finish on site by the end of September 2021. These dates are indicative project dates only and are subject to change. For further information, please see the TEAM2100 Barnes & Mortlake project fact sheet and the associated maps.

1. Why are the works happening now?

The works are taking place now because they are essential to reduce the flood risk to the local community in Barnes and Mortlake.

The existing timber flap valves that stop tidal waters entering the culvert and reaching Beverley Brook are at the end of their design life and are beginning to fail and therefore urgently need replacing. At the same time repairs are required on the underground culvert running between Beverley Brook and both outfalls and access improvements need to be made to the outfalls to aid future maintenance of the new flap valves including debris clearance.

These works will ensure both culverts and associated outfall structures are in good working order and able to reduce the risk of future flooding.

2. Why can the works not take place during the winter?

The reason why the works are taking place during summer is because the risk from high river levels both in the Thames and the Beverley Brook in winter would lead to a much higher risk working environment for the site workers. The works need to take place during the lowest flood risk period, as tidal flaps are being removed and replaced. During the summer months, there is a lower risk of high fluvial flows in the Thames coupled with surge tides. Furthermore, during the summer months the risk of extended periods of high fluvial flows in the Beverley Brook is reduced, which also reduces the risk of high water levels in the culverts during the works. During the wetter winter months, water levels in the culverts are more likely to be higher than the summer, which would increase the risk to workers. Summer working is safer for our workers and your communities.

3. Why is the compound being set up in Jubilee Gardens?

We're sorry for the inconvenience that a part of this public amenity space is unavailable while we carry out this essential work. Several sites in the vicinity of the works were assessed for the suitability of the compound site for this project, but Jubilee Gardens was the only site large enough and with suitable access for the cabins and materials.

It should be noted that not the entire park will be utilised for the compound site.

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4. How will Jubilee Gardens and the towpath be reinstated?

Discussions are ongoing with the council as to the nature of the reinstatement of the park following the site demobilisation.

With regards to the towpath, the majority of the towpath will remain unaffected by the works, as we are putting down track matting to protect the granite setts which are currently there. The only areas of the towpath which may be affected by our works and will require reinstatement are the granite setts at the edge of the towpath adjacent to the two outfalls. The granite setts at the edge of the Elm Bank outfall will be replaced on top of the reinforced concrete which is being used during the project, while the granite setts at the edge of the towpath behind White Hart outfall may not be able to be replaced due to the extent of the handrail and the extent of the structural reinforced concrete around the outfalls. However, this will only affect a length of the towpath of approximately 4.5 metres, and only the granite setts at the very edge of the footpath. The reinstatement of this small area at the edge of the footpath between the setts and the handrail is being discussed with the council.

5. What consultation has been carried out?

TEAM2100 has been liaising closely with the Richmond Council with regards to this project in order to obtain the necessary consents to undertake the works. There is no planning application required for this project, although the Marine Management Organisation is required to wait a period of 28 days from the date of the first newspaper publication for public representations prior to issuing the licence we require to undertake these works. The licence application was published in the Richmond and Twickenham Times on 5th February 2021.

If you would like to view any documentation and add any comments, you can access the public register online at <https://www.gov.uk/check-marine-licence-register>.

We are currently still in discussion with The London Borough of Richmond Council regarding the compound layout. Should any details change, the documentation will be amended and re-issued to all regulators.

6. Why is the towpath being closed?

The towpath is being closed as the works which are being carried out to the White Hart Lane and Elm Bank Outfall will require plant which is stationed on the towpath, and which will take up its entire width. Furthermore, the machinery used during construction will be required to move up and down the towpath, which presents a hazard for the general public if the towpath remained open. The track matting used to protect the towpath could also present a slip or trip hazard to pedestrians and cyclists.

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7. How will the towpath be affected by the works?

As mentioned above, the towpath will be closed for the duration of works between Barnes Bridge and Jubilee Gardens. The majority of the towpath will remain unaffected by the works, as we are putting down track matting to protect the granite setts which are currently there. The only areas of the towpath which may be affected by our works and will require reinstatement are the granite setts at the edge of the towpath adjacent to the two outfalls. The granite setts at the edge of the Elm Bank outfall will be replaced on top of the reinforced concrete which is being used during the project, while the granite setts at the edge of the towpath behind White Hart outfall may not be able to be replaced due to the extent of the handrail and the extent of the structural reinforced concrete around the outfalls. However, this will only affect a length of the towpath of approximately 4.5 metres, and only the granite setts at the very edge of the path, and we are in discussions with the council regarding the localised reinstatement here.

We will also enlarge the manhole covers which currently sit within the towpath at both outfall locations, from 0.75m diameter to 0.9mx0.9m square, which will result in some granite setts being removed to accommodate this increase in size in order to comply with current standards.

8. Can the towpath be opened at weekends?

The towpath is unable to be opened at weekends as the track matting which is being laid to protect the granite setts currently in place would need to be removed as to not present a trip or slip hazard for cyclists and pedestrians. Removing the track matting for the entire closed section of the towpath at weekends is not feasible, as it would hugely prolong the time taken to carry out the works. Furthermore, the plant which is being used to carry out the works is planned to be stored on the towpath.

We are however exploring the possibility of opening a small section of the towpath by the White Hart Pub at weekends to allow access to the benches.

9. Can access to the benches and tables along the towpath be maintained while the works are ongoing?

We understand that the benches and towpath are widely used, but unfortunately, as outlined above, the works need to take place during the summer months. The footpath will need to remain closed for the duration of works, as there will be plant movement along the footpath during the day, which would pose a risk to the general public if access to the benches was maintained. Furthermore, the track matting which is being used to protect the granite setts while the works are ongoing could pose a slip/trip risk to walkers and cyclists. Although the footpath will remain closed, and therefore access to the benches will not be possible during the week, we are exploring how we can open a small section of the footpath adjacent to the White Hart Pub to allow access to the benches and tables at weekends.

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10. Why does the compound include parking spaces?

The compound site includes parking for site workers in order to eliminate the need to suspend local car parking spaces for workers to use instead. This should hopefully reduce the disruption for local residents who may have limited parking opportunities.

Also, during the ongoing COVID19 pandemic we are trying to reduce the number of site personnel using local public transport by providing limited parking opportunities on site.

11. Why does the compound require 4 cabins?

The site compound requires 4 cabins in order to have enough space for the site to be effectively and safely managed. This is a legal requirement under the CDM 2015 Regulations.

There will be one cabin used as a site office, one as a canteen for the preparation of hot and cold food and drinks, one split to provide changing facilities and a toilet and one to act as additional space required during the current COVID19 pandemic and social distancing restrictions. We currently anticipate that there will be no more than 20 personnel on site at any one point in time.

12. Why can the works not be carried next summer when lockdown has eased further?

As the works are critical to maintaining and improving the flood risk of the local communities in Barnes and Mortlake, the works cannot be delayed. Furthermore, the funding for the works has been secured for this summer.

13. What are the works being carried out at Westfield Sluice and Priests Bridge?

These are the inlet structures to both of the culverts that run to the main river. During the works being carried out in both the culvert and outfall structures we need to limit any flow from Beverley Brook running down the culvert and this will be done by installing temporary stop logs to dam the inlet. Depending upon the level of flow in Beverley Brook these stop logs may have to be installed and removed at the beginning and end of every shift.

14. Why are parking space restrictions required along White Hart Lane, Railway Side, Archway Street and Elm Bank Gardens?

There are a number of manhole access points along the line of the culverts on these streets that are required to enable us to safely enter the culvert and carry out the repairs. At each location we require confined space operatives and their equipment to be able to park adjacent the manhole access point.

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15. Why are temporary traffic lane closures required on The Terrace during the course of the works?

Access to and from the outfall structures is extremely restricted with the river footpath only being separated from The Terrace road by the existing flood wall. Therefore, to enable delivery of plant and materials to site and removal of waste we need to close the lane adjacent the river wall to provide lorry access. These closures will be under manual traffic light control to minimise any queuing of traffic and will only be installed during off peak periods. The closure will also only be installed for the time it takes to complete the delivery or collection.

16. What noise impact will there be on local residents, including Tideway Yard, the White Hart Pub and other houses close to the works?

The majority of the works will be carried during normal working hours 08.00-18.00 using relatively small items of plant that will not cause any excessive noise. We will be implementing mitigation measures to minimise any noise including sound absorbing blankets fixed to the fencing, new well maintained items of plant and switching off machinery when it is not in use. Some works within the chamber will be restricted by the tidal window and therefore extended working hours (06.00-22.00) will be used to take advantage of the approximately 4hr working window we have at low tide. A Section 61 Notice (issued by the council) will be in place and agreed with the local Environmental Health Officer with mitigation measures in place to reduce the noise and advance warning to all affected residents of when these out of hours works are to take place.

17. Why can't the works take place from the river?

There were several reasons why working from the river was discounted as an option. The scope of works is not large enough to warrant a barge and crane and the Health & Safety issues which would be raised as a result of working from the river. Furthermore, working from the river would have restricted the team to a tidal working window, meaning we would have had to work more during extended working hours, which would have led greater disruption to the nearby residents. The topography of the foreshore and the riverbank was also unfavorable to working from a river, as it would require beaching the barge during low tides. Deliveries would also have been constrained by the tides, which would have presented us with further problems, especially during the concrete pour.

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18. Is it possible to open part of the footpath while works are ongoing on one outfall (i.e. are phased works an option where only the section of towpath is closed which is being used for construction activities)?

There is the possibility that once works at the White Hart Outfall are complete, a section of the towpath from Jubilee Gardens to the White Hart Pub can be opened for use by the general public. This will also allow unrestricted access to the benches of the White Hart Pub. This will be reviewed once the works have commenced.

19. Could the works be brought forward?

The works cannot be brought forward, as there are still some details of the works to be confirmed. Furthermore, bringing works forward will result in the works taking place during wetter months, which, as outlined above in question 2, increases the risk to workers. We also need to gain consents from all necessary parties, and the new flap valves need to be manufactured and delivered to site.

20. Will the delivery schedule, and therefore the temporary traffic management schedule, be known in advance?

The site team will have a short term look ahead programmes (2-3 weeks) that will detail the Traffic Management and working hours details that will be uploaded to the consult website and posted on site notice boards.