

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 at the start of autumn 2021, with construction works taking approximately 4 months. 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?

The works are taking place 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 need replacing. At the same time, repairs are required on the underground culverts 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 is there a delay in the works taking place?

The works have been delayed from the original start date in late May 2021, due to additional unforeseen requirements for us to undertake these works. Following the ongoing engagement with the London Borough of Richmond Planning Team, it has become clear that planning permission is required for certain aspects of these planned works. This requirement has caused the programme of works to be shifted to later in the year, as the planning application process takes approximately 2-3 months.

3. Why is planning permission required?

Following continued engagement with the London Borough of Richmond Planning Team, it has become clear that planning permission will be required for several aspects of the works. Planning permission is required for the temporary site compound within Jubilee Gardens. It is also required for the temporary access ramp leading from The Terrace to the towpath, adjacent to the White Hart pub and for the temporary dropped kerb which is to be installed on the pavement next to Jubilee Gardens, which will help protect the utilities in the ground below.

The works to be carried out at the outfalls and along the culverts do not require planning permission, as they are subject to the Environment Agency's permitted development rights.

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4. 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.

The planning application number will be added to the website once the application has been submitted.

There is no consultation required for the scope of works to be carried out at the outfalls or along the culverts however.

The licence application for the Marine Management Organisation (MMO) was also published in the Twickenham Times on the 5th February 2021, and there were notices erected on the outfalls, informing the public of the application, and inviting them to submit public representations. This application has now closed, and the MMO are in the process of processing our licence.

5. 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, and that every effort has been made to minimise the space taken up by the compound following detailed conversations with the council and local stakeholders.

6. 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.

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7. 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 to be 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.

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

As mentioned above, a section of 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.

9. 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.

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

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.

11. 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.

12. 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.

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?

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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.

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?

While the project team did consider the possibility of working from the river, there are several reasons why this option, including deliveries by barge, have been discounted.

Deliveries by barge would restrict the team to only receiving deliveries during high tides, which would increase how many extended working hours would need to be worked, therefore disrupting residents living close to the river. It would also have led to complications during the concrete pour phase of the project.

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The volumes of the deliveries and removal of material from site are small in comparison to the size of even the smallest barges, and the cost increase for using barges to work from the river is significant. This project is funded by public money, and so it needs to be cost effective.

Working from the river by barge, even if the barge were to be grounded on the foreshore, would require a very detailed topographical survey of the foreshore to be carried out in order to understand any risks to the barge and avoid it being punctured. If a barge is punctured, the worst case would be that the barge sinks, causing a pollution and hazard in the river that would have to be salvaged, but as a minimum would require the barge to travel back to a dry dock for repairs causing further delays to the works. A barge also raises additional health and safety issues, as does working from the river, which given the limited scope of the works for this project, are not warranted. Furthermore, not all of the works would be able to take place from the barge, such as some of the excavations, the works on the manhole covers, and some of the other civils works, and so the towpath would still need to be closed.

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, including the securing of planning permission. 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?

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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.

21. How will the trees in the park be protected from the compound site?

We will need to remove the two lowest branches from one of the trees, to ensure no risk of impact with delivery vehicles, and will do this only after confirmation that there is no wildlife present that could be disturbed.

In order to avoid any damage to the trees within Jubilee Gardens, we have taken measures to ensure they are protected. Firstly, prior to setting up the site cabins and stores we will install a ground protection system called 'Cellweb' that is specifically designed to protect tree roots in soft ground, and can cope with the largest vehicles that we will need to bring on site. This system is designed to enable the free movement of water and oxygen, which ensures that nutrient supplies to the tree roots are maintained. The site cabins will also be on load-spreading plates to further reduce their pressure on the ground. Secondly, we will set the compound up away from the tree canopies and main root zones, to ensure no risk of harm to trees either above ground or below. Thirdly we will ensure that any temporary lighting needed to ensure that the site is safe and secure will be directed only into the compound, and away from the trees that could support bat feeding and bird roosting.