

Deptford Walls Project FAQ

The TEAM2100 Deptford Walls project is being carried out as part of the TEAM2100 programme. The Thames Estuary Asset Management (TEAM) 2100 Programme is a 10-year capital investment programme to refurbish and improve existing tidal flood defences, one of the key first steps in delivering the Thames Estuary 2100 Plan. For further information, please visit

<https://www.gov.uk/government/news/thames-estuary-asset-management-2100-programmeteam2100>

These planned works will allow the continued performance of the flood defences, ensuring the ongoing protection of the residents, businesses, and wider community in the local area. Works are programmed to begin on Tuesday April 26th 2022 and are scheduled to last approximately 4 months.

1. Why are works required to the flood defence assets?

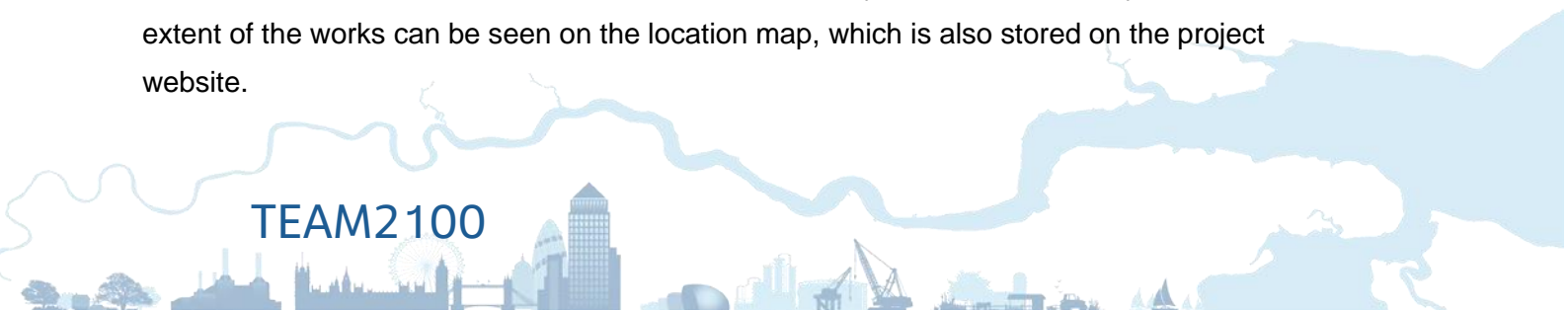
During inspections of the flood defences in the previous project phases, various defects were found, increasing the risk of failure and impacting on their ability to act as a flood defence. These defects were found to be growing in size and number, requiring, at one flood defence, temporary works to slow their progression. The key defects include severe cracking and damage of the wall caused by historic tree growth and substantial cavities causing brickwork to detach from the wall's main body, as well as further mortar and brick loss.

2. What works are being undertaken to the flood walls?

There are targeted repair works being undertaken to the flood defences, and the nature of the repair works vary between each flood defence. The repair works include the re-casement of brickwork, replacing some sections of brickwork, crack stitching and repointing, replacing timber fenders, concrete wall repairs, the filling of voids and cavities throughout the walls and the removal of vegetation, including buddleia, from the walls.

3. Where are these works taking place?

These repair works are taking place to 4 flood defence walls along the Thames Path. The majority of the works are on the foreshore side of the river wall with access made from the landside. The location of the works is between Horseferry Place and the Cutty Sark, and the extent of the works can be seen on the location map, which is also stored on the project website.



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4. When is construction planned for these works?

Construction is currently scheduled to take place on Tuesday April 26th 2022 and is predicted to be finished in summer 2022. That includes the mobilisation of the site compound, as well as any required reinstatement following the completion of the works.

5. Why do works need to take place during spring/summer?

Works are taking place during spring/summer for a number of reasons. Firstly, the average temperatures during winter are too cold for the mortar and concrete to reach its initial set required for working in a tidal environment. This would result in the washout of the new mortar and concrete on subsequent high tide periods. In the warmer temperatures of spring and summer the mortar and concrete achieves its initial set quicker and prevents the issue of washout. The average water levels in the river are also lower during the drier months of spring and summer compared to winter, and this ensures we have long enough working windows at low tide to complete the works required. The spring and summer is also a lower risk period for flooding and is the safest time of the year to be carrying out works to the flood defence and also minimises any risks to the workforce.

6. Will there be any loss of amenity area as a result of these works?

There will be a temporary loss of the public amenity area as part of project, as the Thames Path and National Cycle Network route 4 will need to be closed between Horseferry Place and the Cutty Sark for the duration of the works. This is due to the number of machinery movements along the footpath, to maintain the safety of the public and the workers, and size of compound.

7. How long will the Thames Path be closed for?

The works are currently scheduled to last approximately 4 months. The footpath and cycle path will be closed for entire duration of the works.

8. Will there be a diversion route for pedestrians and cyclists?

There will be a signposted diversion route for pedestrians and cyclists. The footpath will be closed at either end of the site and a diversion set up as on the plan stored on the project website. Signs will be installed at each closure point and printed maps detailing the diversion route will be clearly visible. The proposed diversion route will run down Horseferry Place, along Creek Road, down Welland Street, and then towards the river to re-join the footpath and cycle path. This diversion route is step-free and uses designated crossing points.



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9. How noisy will the works be?

While there is no large-scale construction taking place, there will be some activities which may generate noise, such as deliveries to site.

The majority of the works will be carried during normal working hours 08.00-18.00, Monday to Friday using relatively small items of machinery that will not cause any excessive noise. Our consent from the council also allows work to take place between 08.00-13.00 on a Saturday. However, the programme does not envisage any work to take place on a Saturday, although this will be reviewed if there are unforeseen time constraints or critical works.

We will also be applying for extended working hours (see FAQ 10). 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. A Section 61 Consent (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.

10. Why are extended working hours required?

As the majority of works are being carried out on the riverward-side of the flood defences, some works will be restricted by the tidal window and therefore extended working hours (06.00-22.00) will be used to take advantage of the approximate 6hr working window which presents itself at low tide when the foreshore is exposed and accessible. Any days where extended working hours are required will be communicated on the site notice board and on the project website.

11. Why is a site compound required?

A site compound is required to provide welfare facilities for the workers, such as a canteen and drying rooms, as well as site offices. There is also space required for water and fuel storage, a super silenced generator and material storage.

12. Where will the compound site be located?

A fenced compound will be set up on the widened area of existing footpath at the end of Horseferry Place opposite Holt court. The location of this can be seen in the project map.

13. How will deliveries to site be managed?

Deliveries to site will be made to the compound area via Horseferry Place where the demountable bollards can be lowered and replaced when not in use. A telehandler will then



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be used to transport materials to the work areas via the existing footpath. Track matting will be installed, where required, to protect the existing surfacing (or surfaces) from damage.

14. Will the grout bags be removed following the completion of the works?

The grout bags which were installed and replaced at two locations along the foreshore during two separate sessions, and which are currently in place in order to prevent further damage to the flood walls and to prevent any cavities from growing, will be removed as part of these works.

15. Why is a scaffold access required to the foreshore?

Although there is an existing access point at the eastern end of the site, it is unsafe and needs upgrading. This upgrade to the access steps down to the foreshore will also form part of these works. However, before they are repaired, temporary scaffold access stairways will be installed at 2 locations, to enable the workers to access the foreshore safely. Access from the foreshore will be fenced and gated to ensure no unauthorised access when it is not in use.

16. How will the character of the area be maintained?

Where possible, heritage sensitive materials, such as reclaimed London Stock Yellow bricks and Natural Hydraulic Lime mortar will be used to carry-out the repairs.

17. Will this project create any wider benefits for the area?

This project will increase the flood protection to properties in the local community.

Furthermore, at the eastern end of the works, there is an existing gate access down on to a set of concrete steps. These steps are currently unsafe and uneven and therefore require improvements to make them safe. The steps will be made safe as part of the works and will then be open to the public once the works are complete.

There is also the opportunity for adding local historical information boards to help share the historical significance of the area with visitors and locals alike. These boards will remain in place once the project has been completed.

