

**Director of Environment & Community Services
Development Management**

Web: www.richmond.gov.uk/planning
Email: envprotection@richmond.gov.uk
Tel: 020 8891 1411
Textphone: 020 8891 7120



Contact Lucy Thatcher
Tel 020 8 891 7691
Email Lucy.Thatcher@richmondandwandsworth.gov.uk

Sophia Borgese
Consents and Environment Advisor
Transport for London
City Planning
5 Endeavour Square
Westfield Avenue
Stratford
E20 1JN

24.04.2020

Dear Sophia Borgese,

**Re: Temporary Bridge for Pedestrians and Cyclists – Adjacent to Hammersmith Bridge
Formal request for Screening Opinion under Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (As Amended) (EIA Regulations)**

Thank you for your letter dated 25 February 2020 requesting a Screening Opinion from the Local Planning Authority for the proposed temporary bridge for pedestrians and cyclists adjacent to Hammersmith Bridge.

I attach the Local Planning Authority's Negative Screening Opinion adopted on 24 April 2020, which concludes that the Authority does not consider the above development requires an Environmental Impact Assessment. In accordance with Regulations (5) and (6) of Part 2 of the EIA Regulations, the accompanying screening opinion provides clear and precise reasons for this conclusion.

Yours faithfully

A handwritten signature in black ink, appearing to read 'R. Angus', written over a light blue horizontal line.

Robert Angus
Head of Development Management

LONDON BOROUGH OF RICHMOND UPON THAMES

ENVIRONMENT AND COMMUNITY SERVICES, PLANNING AND TRANSPORT – DEVELOPMENT MANAGEMENT (PLANNING)

FORMAL EIA SCREENING OPINION IN CONNECTION WITH THE TEMPORARY BRIDGE FOR PEDESTRIANS AND CYCLISTS ADJACENT TO HAMMERSMITH BRIDGE.

PROPOSED DEVELOPMENT: TEMPORARY BRIDGE FOR PEDESTRIANS AND CYCLISTS

PREAMBLE:

THE EIA Screening Approach:

The project is proposed under 2 separate EIA regimes:

1. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017
2. The Marine Works (Environmental Impact Assessment (Amendment) Regulations 2017

Whilst these regulations form distinct regulatory frameworks, they both enact the same European Union EIA parent Directive (2011/92/EU amended by Directive 2014/52/EU).

A Screening Opinion has also been requested from the Marine Management Organisation (MMO), the competent authority under the Marine Works Regulations. This is subject to a separate response, although the MMO has been consulted during the preparation of this Screening Opinion. The MMO, on 23 April 2020, determined the proposal would NOT require an EIA under The Marine Works (Environmental Impact Assessment) Regulations 2007, as amended.

The EIA Regulations Threshold:

A screening exercise has been undertaken in accordance with Regulation 5 and 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The Local Planning Authority (LPA) has had regard to the above regulations in addition to National Planning Practice Guidance (NPPG) when undertaking the screening exercise.

If the project is listed in Schedule 2, the LPA should consider whether it is likely to have significant effects on the environment. "Schedule 2 development" means development, other than exempt development, of a description mentioned in column 1 of the table in Schedule 2 where—

- (a) any part of that development is to be carried out in a sensitive area; or
- (b) any applicable threshold or criterion in the corresponding part of column 2 of that table is respectively exceeded or met in relation to that development;

"sensitive area" means:

- (a) land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981;
- (b) a National Park within the meaning of the National Parks and Access to the Countryside Act 1949;
- (c) the Broads;

- (d) a property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage;
- (e) a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979;
- (f) an area of outstanding natural beauty designated as such by an order made by Natural England under section 82(1) (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000 as confirmed by the Secretary of State;
- (g) a European site;

The site is not located in a ‘sensitive area’. Therefore, the applicable threshold and criteria of Schedule 2 has been referred to and the LPA is of the view the development would fall under Schedule 2, part 10 (f): Infrastructure projects - Construction of roads (unless included in Schedule 1), which has a relevant threshold of works that exceed 1 hectare (10,000m²). The NPPG also sets out indicative thresholds for Part 10 (f), being ‘new development over 2km in length’.

The development is a cross borough boundary development. However, for the purpose of this Screening Opinion the total size of the development has been calculated – refer to Table 1 ‘Project quantities’, which confirms the **development falls below the relevant threshold.**

Table 1: Project quantities

Length	216m
Width	7.1m
Area (bridge)	1,534m ²
Area (abutment and ramp) – North Bank	830m ²
Area (abutment and ramp) – South Bank	430m ²
Area (total)	2,794m²

The NPPG advises, development projects which are described in the first column of Schedule 2, but which do not exceed the relevant thresholds, or meet the criteria in the second column of the Schedule, or are not at least partly in a sensitive area, are not Schedule 2 development. However, goes on to state, *“it should not be presumed that developments... falling below these thresholds could never give rise to significant effects, especially where the development is in an environmentally sensitive location. Each development will need to be considered on its merits”*.

To aid LPA’s to determine whether a project is likely to have significant environmental effects, the NPPF a sets out an indication of the types of impact that are most likely to be significant for particular types of development. Key issues relevant to this Development Type include:

- Estimated emissions;
- Traffic;
- Noise and vibration;
- The degree of visual intrusion;
- The impact on the surrounding ecology.

National Planning Policy Guidance (NPPG):

When screening Schedule 2 projects, the LPA must take account of the selection criteria in Schedule 3 of the EIA Regulations, however, the NPPG notes not all criteria will be relevant in every case and each case should be considered on its own merits in a balanced way:

- Characteristics of development
- Location of development
- Types and characteristic of the potential impact

When the LPA issues its opinion, they must state the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3.

Where it is determined that the proposed development is not EIA development, the LPA must state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment. LPAs will need to consider carefully how such measures are secured. This will usually be through planning conditions or planning obligations, enforceable by the LPA which has powers to take direct action to ensure compliance.

Regulation 6 of the EIA Regulations

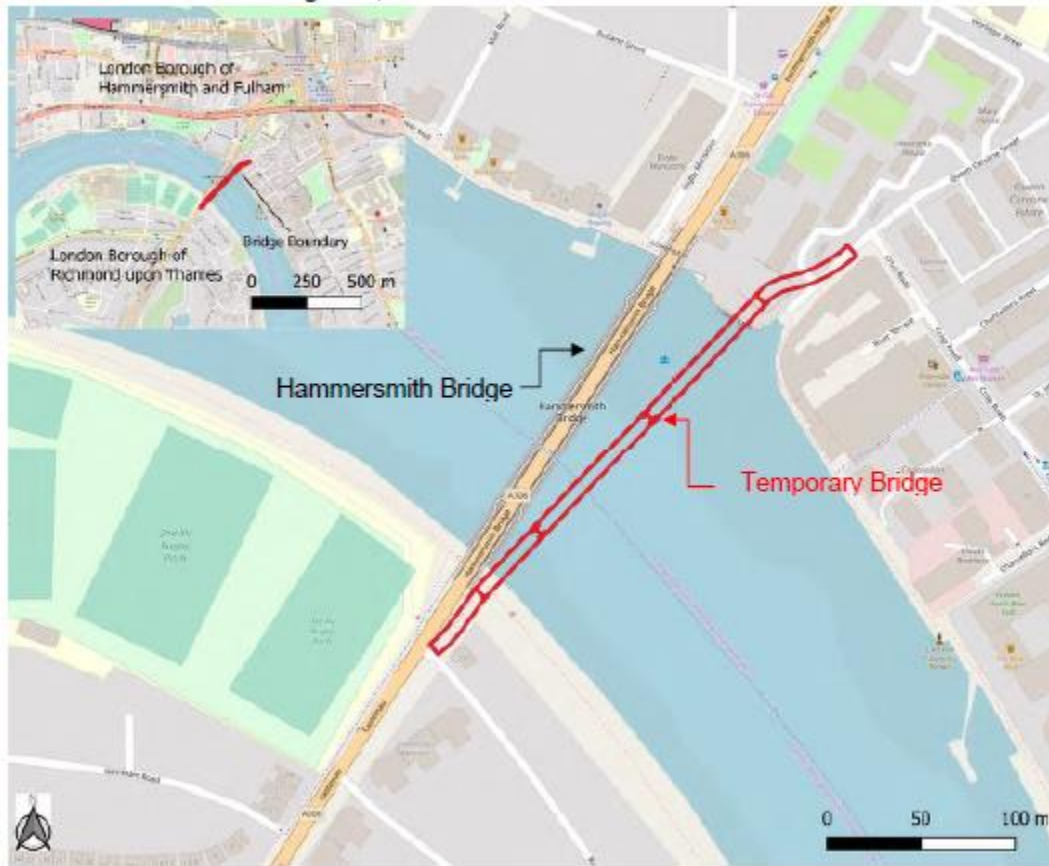
Regulation 6 (2) sets out the information the person making a request for a Screening Opinion must provide in order for a LPA to make a determination. Table 2 shows the conformity of the current request with these requirements.

Table 2: Screening Opinion submission requirements

Regulation 6 requirements	Conformity
A plan sufficient to identify the land	Yes
A description of the development, including in particular – i) A description of the physical characteristics of the development and, where relevant, of demolition works ii) A description of the location of the development with particular regard to the environmental sensitivity of geographical areas likely to be affected	Yes
A description of the aspects of the environment likely to be significantly affected by the development	Yes
To the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from – i) The expected residues and emissions and the production of waste, where relevant; and ii) The use of natural resources, in particular soil, land, water and biodiversity	Yes
Such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might have otherwise have been significant adverse effects on the environment	Yes

a) Identify the site.

The Temporary Bridge will land either side of the River Thames; into the London Borough of Hammersmith and Fulham on the north bank, and the London Borough of Richmond upon Thames on the south bank:



b) a description of the development, including in particular (i) a description of the physical characteristics of the development and, where relevant, of demolition works;

The Structure:

- The Temporary Bridge is a temporary modular steel bridge with a three-span structure with two piers in the river. The deck is to be demountable and of half through truss construction comprising structural elements put together to form the outer trusses, and transverse elements supporting a steel deck to carry the pedestrian and cycleway.

The size of the bridge:

- The bridge has a total length of approximately 216m. The north and centre spans are expected to be approximately 85.5m long and the south span is expected to be approximately 45m long.
- The effective width of the segregated pedestrian and cycleway is to be a minimum of 5.50m, with an overall deck width of 7.1m.
- The total area of the bridge is approximately 1,534m². Considering the area of abutments and ramps and the area of the bridge, the total area of the project will be approximately 0.2794ha (2,794m²). (The estimated area occupied on land for each end of the Temporary Bridge (abutments and ramps) will be approximately 830m² on the north bank and 430m² on the south bank.)
- The total weight of the superstructure will not exceed 4.1 tonnes per metre span.
- The south abutment is located near the towpath on the south riverbank and the north abutment is in the green area on the north riverbank at the south west end of Queen Caroline Street. A ramp structure is to be installed at both ends of the Temporary Bridge connecting it to the existing highway network.

Support / foundations:

- The deck will be supported by two piers within the river and one abutment at each end on land.
- The abutments on land will be of reinforced concrete construction supported on augured reinforced concrete piles and will be located beyond the foreshore and within the built environment. The deck ends in a steel ramp that will connect to the existing highway network.
- The substructure and foundation within the River Thames (piers 1 and 2) are to comprise an arrangement of four tubular socketed steel piles with 1.5m diameter, which has a total area occupied by the two piers of 14.1 m², installed in augured shafts and braced with steel sections.
- The Temporary Bridge foundations, substructure and superstructure are designed to accommodate potential flooding of the river and breach of flood defence system. The soffit levels of the centre and south span are to match the soffit level of the Hammersmith Bridge, as a minimum, and the soffit level of the north span is to be lowered, so that the ramp decline, connecting to the existing highway, is not too steep.

Installation and decommissioning:

- The whole structure, including foundation elements and ramps, is to be fully removed once Hammersmith Bridge is refurbished and opened for cyclists and pedestrians.
- As the structure is to be temporary, all the substructure elements in the river (including foundations) are designed to be quickly installed and such that it can be decommissioned afterwards, once the Temporary Bridge is no longer needed.

b) a description of the development, including in particular (ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;

The EIA Screening Report and accompanying documents describe the environmental sensitivities of the geographical areas likely to be affected.

The site and adjacent surrounds have significant land designations, including within the London Borough of Richmond:

- Flooding: Flood Zone 2 and 3 and Area benefiting from a flood defence;
- Heritage Assets:
 - Listed Building – Grade II*;
 - Castelnau Conservation Area;
 - Buildings of Townscape Merit (BTMs) – including properties in Riverview Gardens;
 - Archaeological Priority (English Heritage) Area: Thames Foreshore and Bank;
- Townscape: Hammersmith Bridge designated a Landmark; protected vista along Castelnau and Thames Policy Area;
- The site is within Character Area 2 ‘Castelnau’ of Barnes Village Plan. The document summarises the characteristics of the location:
 - The buildings date predominantly from the mid nineteenth century when the area was developed for the first time to any significant extent. Notable development began in 1824 when Parliament permitted the Hammersmith Bridge Company to construct a toll bridge across the Thames to Castelnau, building a road into the village of Barnes.
 - Riverview Gardens (south to the proposed bridge location) is a quiet residential road. It contains long terraces of three and four storey flats, all using a warm red brick, horizontal strips of white stucco or stone. The road is lined with plane

trees, the canopies of which meet to form a continuous tunnel of foliage during the summer months. Communal gardens run along the riverside properties adjacent to the river towpath.

- The towpath along the riverside is within the Conservation Area. The towpath is informal with vegetation separating it from the railings which form the rear boundary of Riverview Gardens. Sloping revetments are in poor condition.
- Landscapes and open space: Metropolitan Open Land (MOL) (River; Towpath; St Pauls East playing fields; Rear of 1-76 Riverview Gardens) and Public Open Space (Towpath and access (either side of Hammersmith Bridge));
- River and tributaries: Thames River Basin Management Plan; Other Site of Nature Importance; Sites of importance for nature conservation (M031); Site of Metropolitan Importance of Nature Conservation;
- Barn Elms Wetland Centre Site of Specific Scientific Interest (SSSI), located approximately 650m south of the proposed Site and within the SSSI Impact Risk Zone;
- Leg of Mutton Reservoir Local Nature Reserve (LNR), located approximately 1km south-west of the Site.

The Temporary Bridge will land either side of the River Thames (River); into the London Borough of Hammersmith and Fulham (LBH&F) on the north bank, and the London Borough of Richmond upon Thames (LBRuT) on the south bank. By its very nature, the River is undeveloped, however, the southern landing area is partially hard surfaced:



Plate 3: View of position of the southern abutment to temporary bridge (looking north) with Hammersmith Bridge in the background



- c) a description of the aspects of the environment likely to be significantly affected by the development.
- d) a description of any likely significant effects of the proposed development on the environment resulting from
 - i. the expected residues and emissions and the production of waste, where relevant; and
 - ii. the use of natural resources, in particular soil, land, water and biodiversity; and

The submission considers the likely effects of the development, having regard to the selection criteria contained within Schedule 3 of the EIA Regulations and the key considerations set out in the NPPG:

The Site and its environmental sensitivity and aspects of the environment likely to be significantly affected	Description of Likely Environmental Effects
<ul style="list-style-type: none"> • Land Use • Socio-economic, Community and Transport <ul style="list-style-type: none"> ○ Boroughs' Socio-economic profile ○ Local community and social infrastructures ○ Transport and Connectivity at the Site and its surroundings ○ River Navigation • Geology and Hydrogeology • Surface Water and Flooding <ul style="list-style-type: none"> ○ River Thames water body ○ Water quality ○ Flood risk • Ecology <ul style="list-style-type: none"> ○ Designated Sites 	<ul style="list-style-type: none"> • Land Use • Socio-economic, Community and Transport <ul style="list-style-type: none"> ○ Effects on community, transport and connectivity ○ Effects on Navigation ○ Future land uses ○ Employment ○ Democratic ○ Lighting conditions • Geology and Hydrogeology • Surface Water and Flooding <ul style="list-style-type: none"> ○ River Thames water body ○ Water Quality ○ Flood Risk • Ecology <ul style="list-style-type: none"> ○ Designated Sites

<ul style="list-style-type: none"> ○ Terrestrial Ecology ○ Aquatic Ecology ● Archaeology and Heritage ● Townscape and Landscape ● Air Quality and Climate Change ● Noise and Vibration ● Land Contamination 	<ul style="list-style-type: none"> ○ Terrestrial Ecology ○ Aquatic Ecology ● Archaeology and Heritage ● Townscape and Landscape ● Air Quality and Climate Change ● Noise and Vibration ● Land Contamination ● Waste ● The risk of major accidents and/ or disaster ● Risks to human health and safety ● Cumulative impact with other proposed development
--	--

e) Other information the person making the request may wish to provide; and features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

- The request for a Screening Opinion has been accompanied with:
 - (a) Covering letter dated 25 February 2020
 - (b) EIA Screening Report
 - (c) Hydrodynamic and Scour Assessment
 - (d) Flood Risk Assessment
 - (e) Water Framework Directive Assessment Report
 - (f) Underwater Noise Assessment
 - (g) Aquatic Ecology Desktop Study
 - (h) Preliminary Ecological Assessment
 - (i) Arboricultural Survey Report
 - (j) Archaeology and Cultural Heritage Desktop Study
- The accompanying documents and EIA Screening Report (Section 5) include Recommendation (or mitigation measures) to avoid / prevent effects.

SCREENING OPINION

Regulation 5(4) of the Regulations and NPPG require the LPA to consider the screening criteria set out in Schedule 3 of the Regulations:

1. *Characteristics of development*
2. *Location of development*
3. *Type and characteristics of the potential impact*

As previously outlined, the NPPG, identifies the key issues to consider are emissions, traffic, noise and vibration, the degree of visual intrusion and the impact on the surrounding ecology.

(1) Characteristics of the Development

a) The characteristics of development must be considered with particular regard to the size and design of the whole development

The size of the Bridge has already been outlined, however, has a total length of 216m with an overall deck width of 7.1m, and area of 1,534m². (With abutments and ramps this increased to 2,794m²).

In terms of the design, the Temporary Bridge is a temporary modular steel bridge, with two piers in the River and a three span structure. As the structure is to be temporary, all the substructure elements in the river (including foundations) are designed to be quickly installed and removed when decommissioned, once the Temporary Bridge is no longer needed. The south abutment is located near the towpath on the south riverbank and a ramp structure is to be installed connecting the bridge to the existing highway network.

Whilst the development will cause physical changes to the site and surrounds, the development is modest in scale, particularly when seen in context with the adjacent Bridge, and temporary in nature, and the area to the south of the existing Bridge is generally built up. A number of documents will be provided to demonstrate no significant effects, including:

- Design and Access Statement
- Photomontages / Verified Views
- Streetscape drawings
- Open Space Assessment
- Landscape Design Strategy
- Hard and Soft Landscaping (including tree planting and aftercare)

Based on the information provided, potential mitigation measures, the physical scale and design of the development, location of the site, and nature of such, the proposal is not deemed to raise significant environmental effects to warrant an EIA.

b) The characteristics of development must be considered with particular regard to the cumulation with other developments

The EIA Regulations require consideration of cumulative effects of the proposed development with other existing and approved developments:

- The development of The Riverside Studios and Queens Wharf (2013) finished in 2018, therefore cumulative inter-project effects with the proposed Temporary Bridge are unlikely.
- The Thames Tideway Tunnel project is unlikely to interact with the proposed scheme due to differences in scale and distances involved.
- The Hammersmith Bridge Refurbishment main works will only commence after the Temporary Bridge has been constructed, so are not considered to interact at a significant scale.

c) The characteristics of development must be considered with particular regard to the use of natural resources, in particular land, soil, water and biodiversity

Geology and Hydrogeology

- The surrounding area consists of bedrock geology of London Clay, Kempton Park Gravel Member and made ground. The site is not designated for any geological interest or importance and is not located within a Source Protection Zone (SPZ). Therefore, disruption to local Geology and Hydrogeology is low and there will be no significant effect during construction, operation and decommissioning.

Surface Water and Flooding

- A minor amount of sediment disturbance is possible, but it is unlikely that this will significantly affect water quality.
- The site is within Flood Zone 2 and 3 and the flood defence runs to the south of the Towpath, and over the across Hammersmith Bridge. The scheme will not result in increased flood risk to third parties as a result of suitable management of surface water runoff and therefore will not give rise to significant adverse effects on flood risk.

Terrestrial Ecology:

- Terrestrial ecology has been assessed using a Preliminary Ecological Appraisal (PEA). A high value bird habitat (Intertidal Mudflats) was identified. Mitigation measures within the Construction Environmental Management Plan (CEMP) and a Drainage Construction Runoff Strategy will ensure that no significant adverse effects should arise due to works in intertidal mudflats.
- An Arboricultural Survey Report has been completed, in order to inform the design and outline recommendations to protect and retain trees as much as possible. In addition, specific measures can be applied to minimise impact on trees including, decompaction, trial pits for piling, piling methodology and supervisory requirements. (Arboricultural Method Statement).

Protected and notable species

- The PEA desktop study shows within 2km radius of the site, protected species of 8 bats, 4 amphibians, 181 birds, 2 fish, 3 mammals and 3 reptile species.
- Wintering birds impact effects are unlikely, however further studies are underway.
- Trees near the Site are likely to support breeding birds. To avoid adverse effects on breeding birds any clearance works affecting trees should be completed outside of the bird breeding season (March-September). Once mitigation measures are in place no adverse significant effects are likely.
- A Bat Survey during spring is recommended within the PEA. This will ensure that suitable mitigation measures will be proposed and applied and that no significant adverse effects on bats could be likely.

Invasive Species

- Species such as Chinese mitten crab, zebra mussel and marsh frog were found. Japanese knotweed not present but was surveyed outside flowering season. Parakeet, Canada goose and Egyptian goose were identified during the survey.
- The CEMP should outline specific methods to avoid the spread of any invasive species during construction and once they are implemented no significant effects are likely.

Aquatic Ecology

- An aquatic desktop study was undertaken in January 2020. This identifies the potential for water contamination and disturbance as a result of the works, however, this can be controlled through the CEMP, piling methodology etc, meaning that no significant effects are likely upon aquatic ecological receptors.

d) The characteristics of development must be considered with particular regard to the production of waste

- Waste such as scraps of steel and wood, and surplus of concrete are likely to arise from works as components are premanufactured. The soil will be removed from the site to a suitable waste treatment facility. This can be mitigated through a Waste Management Plan / Construction Management Plan.
- The construction and subsequent decommissioning of the proposed Temporary Bridge is unlikely to give rise to significant impacts related to waste.

e) The characteristics of development must be considered with particular regard to pollution and nuisance

Air Pollution:

- Effects on air quality will be reduced as components are premanufactured for quick installation.
- Construction traffic for the site is not likely to be significant. No significant effects on local air quality, climate change or nuisance are likely to give rise from the construction.
- Operation of the Temporary Bridge will not result in any adverse effects on air quality and a positive effect from the public utilising the cycling and walking opportunities.
- The significance of the decommissioning effects is considered not to be significant.
- The report recommends that dust emissions and carbon emissions will be managed by standard construction environmental management measures - adherence to working hours, dampening of surfaces, appropriate covering of materials, dust monitoring and use of low emission machinery.

Noise pollution:

- Due to standard Construction Management measures the construction of the Bridge is not likely to give rise to significant noise and vibration effects on sensitive receptors near the works.
- No adverse significant effects are likely during operation.
- The decommissioning stage can be expected to give rise to similar effects as the construction phase. These can also be expected to be addressed through suitable management measures.
- The report recommends that these include adherence to working hours, use noise reducing techniques with low noise emission machinery, and ongoing noise monitoring.

Light pollution:

The development, both works and operational will have the potential to cause light pollution. However, Hammersmith Bridge is already illuminated, and the works are not deemed to give rise to significant changes to light. During works, to ensure that bats continue to use the commuting and foraging features; to avoid impacts on potential bat roosts from light spill, and to avoid effects on aquatic receptors and nearby residents, mitigation is recommended:

- Lighting used during construction should be kept to an absolute minimum;
- Lighting designed to prevent light spilling onto features including the river and tree lines to the south of the Site;
- Limit additional lighting and night-time working where possible;
- Implementation of a Low-level Construction Lighting Strategy;

The Temporary Bridge will include suitable lighting to ensure safe conditions for its users. With an appropriate lighting strategy (including, low level / minimum; sensitive light directional design), this will ensure minimal risk of disturbance to aquatic receptors, biodiversity and residents.

Land / soil contamination:

- The construction of the Temporary Bridge has the potential to encourage the release of metal, metalloids and other inorganic/organic compounds into shallow site soils and groundwater from surface run off. There is also the potential for asbestos to be present in made ground. A further site investigation is proposed to confirm risks.
- The presence of low permeability London Clay within the riverbed will retard the release of contaminants. The scheme proposes using pile casings during construction to limit

contaminant release. The likelihood of adverse contamination effects due to the pilling works within riverbed is therefore not considered to be significant.

- f) The characteristics of development must be considered with particular regard to the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;**

The Screening Report identifies five main risks:

- Risk of flooding: The bridge foundations, substructure and superstructure are designed to accommodate potential flooding of the river and breach of the flood defence system. This can be controlled through a flood risk assessment;
- Extreme weather events: The bridge design presents a resilient structure;
- Risk of Unexploded Ordnance (UXO): The Site has a low to medium risk for the presence of UXO – this can be controlled by appropriate survey/watching brief or specialist attendance during construction;
- Risk of navigation accidents: A Navigation Risk Assessment has been prepared, and should be complied with;
- Risk of marine pollution disaster: With the implementation of a CEMP the risk associated with the impact of accidental pollution events is considered low.

- g) The characteristics of development must be considered with particular regard to the risks to human health (for example, due to water contamination or air pollution).**

- Assuming standard health and safety procedures will be adopted, implemented and complied with, the risk of accidents is low.
- The Temporary Bridge design incorporates protection structures options to prevent deliberate jumps from the bridge. A suitable lighting design will be adopted to ensure safe conditions for its users at night. No other risks to human health and safety have been identified.

Summary – On the basis of the information provided in support of this screening, the scale and nature of the proposed development, the temporary duration of both impacts through construction and operation, reversibility and intensity of any impacts (as identified above), in addition to the environmental context of the site and potential mitigation measures as set out in the submitted documents, significant environmental effects are not considered likely.

(2) Location of Development

- a) The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard, to the existing and proposed land use**

The site is within an urbanised area, with associated local land use comprising residential, leisure and commercial and open space. The southern bank is a managed landscape of towpath and gardens, whilst the northern bank comprises a well-developed river frontage. The temporary bridge will require abutments at these areas, however once the bridge is no longer required, the structure will be fully removed, and all areas temporarily affected will be

restored. Therefore, no significant effects on long-term land use due to construction, operation and decommissioning are identified.

The proposed land use is not so dissimilar to the existing use of Hammersmith Bridge, which currently accommodates only walking and cycling traffic, which will be closed if the proposed development gains approval. In terms of impact on local sensitivities, the development is not deemed to cause significant impacts:

Transport:

Although there will be additional movements during the construction phase, the LPA can secure a sufficient Construction Logistics / Management Plan to mitigate significant impact, and in any event, this would be short term in duration.

The proposed land use is not deemed to give rise to significant additional pedestrian and cycle movements beyond the existing situation, given this will essentially replace the existing cycle / pedestrian provision on Hammersmith Bridge when closed. The temporary bridge will maintain accessibility for local functions by avoiding transport severance during main bridge refurbishment works. Accessibility will be maintained with the A306 north-south of the river: the A306 Hammersmith Bridge Road leading onto the Hammersmith Gyratory on the north bank; the A306 Castelnau leading onto the A205 Upper Richmond Road to the south bank. The closest pedestrian and cyclist bridges are c.3km in each direction.

There are good links on the north bank as Hammersmith Underground Station is 600m from the site. However, as due to the closest station being 4km to the east, the Bridge will provide a good maintains commuter connectivity between the north and south.

Navigation

In accordance with Port of London Authority requirements, the clearance of the temporary bridge will match that of the Hammersmith Bridge. No operational impacts on navigation are identified, with Construction/Decommissioning impacts being minor in nature.

Socio-economic and community:

Several sport and leisure clubs (boating activities) are located close to the site, and these functions require a navigable route to remain open during construction. The Thames Towpath is directly impacted by the development. There is also local green space, pubs/restaurants. It is considered that the temporary bridge will maintain accessibility for local functions by avoiding transport severance during main bridge refurbishment works, and through towpath diversion routes.

The report recommends that prior notice of the works should be given to the local community, including any groups who use the River Thames as a recreational resource. The construction programme should avoid special events. The channel will be kept open from mid-span to the south pier for river traffic, with a traffic control boat being provided.

Future land uses:

The LPA is not aware of any plans for future land uses within the proximity of the site that could be significantly affected through the development.

Employment:

This proposed development will be likely to generate short term (through construction) employment opportunities.

Demographics:

Given the nature of the proposal – the proposed development is not deemed to change the demographics in the area.

Wind climate:

Wind and the impact of the construction and development on such, has not been covered within the Screening Report, and there should be consideration of this. Given the location (adjacent to the existing bridge) and limited scale, this is not deemed to result significant effects (either individually or in combination with other issues), but given the nature of the scheme – a key pedestrian and cycle route across a major river, and potential recreational users of the river (and to a lesser extent the towpath), there should be some assessment applying the Lawson Comfort Criteria, for example. It is thereby recommended this is addressed as part of the validation process of the application.

Daylight, sunlight, overshadowing and solar glare

The completed development may change light conditions to receptors adjacent to the site. However, given the limited scale and location and with the provision of a sunlight and daylight assessment, the impacts are not deemed to be significant. The design is not deemed to give rise to significant solar glare. Similarly, the Temporary Bridge will include suitable lighting to ensure safe conditions for its users at night. With an appropriate lighting strategy, will ensure minimal light pollution.

b) The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard to the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

and

c) The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard, to the absorption capacity of the natural environment, paying particular attention to the following areas

- Wetlands, riparian areas, river mouths and coastal zones and the marine environment

The Site falls within the Thames River Basin Management Plan, which describes the Water Framework Directive (WFD) requirements for water bodies in the area. The Site specifically falls within the Thames Upper Water Body that is classified as heavily modified, due to the construction of fluvial defences for flood and coastal protection, and management of the waterbody for navigation: both of which have modified its natural course. The development will impact upon the River, bed and bank and associated aquatic receptors.

The Screening Opinion was accompanied with the following documents, that made conclusions that the LPA do not disagree with:

- Water Framework Directive Assessment: The Bridge is not expected to negatively impact upon this status of the Thames Upper water body, nor jeopardize the water body status from improving. The temporary nature size and location means that the Works are not expected to cause permanent or significant change to the water body, its water quality habitats and species. The impacts have the potential to lead to minor, localised temporary effects and can be mitigated, thereby unlikely to cause significant effect.
- Aquatic Ecology Desktop Study: Whilst there is potential for water contamination and disturbance, through an CEMP, no significant effects are likely upon aquatic ecological receptors.
- Hydrodynamic and Scour Assessment. By reason of the number of piers and location adjacent to Hammersmith Bridge, the changes to the flow, and sediment regime is not significant.

It is of note, the MMO, on 23 April 2020, determined the proposal would NOT require an EIA under The Marine Works (Environmental Impact Assessment) Regulations 2007, as amended.

- Mountain and forest areas
There are no records for areas of Ancient Semi Natural or Replanted Ancient Woodland within a 2km search radius of the Site.
- European sites and other areas classified or protected under national legislation; and nature reserves and parks

Statutory Sites

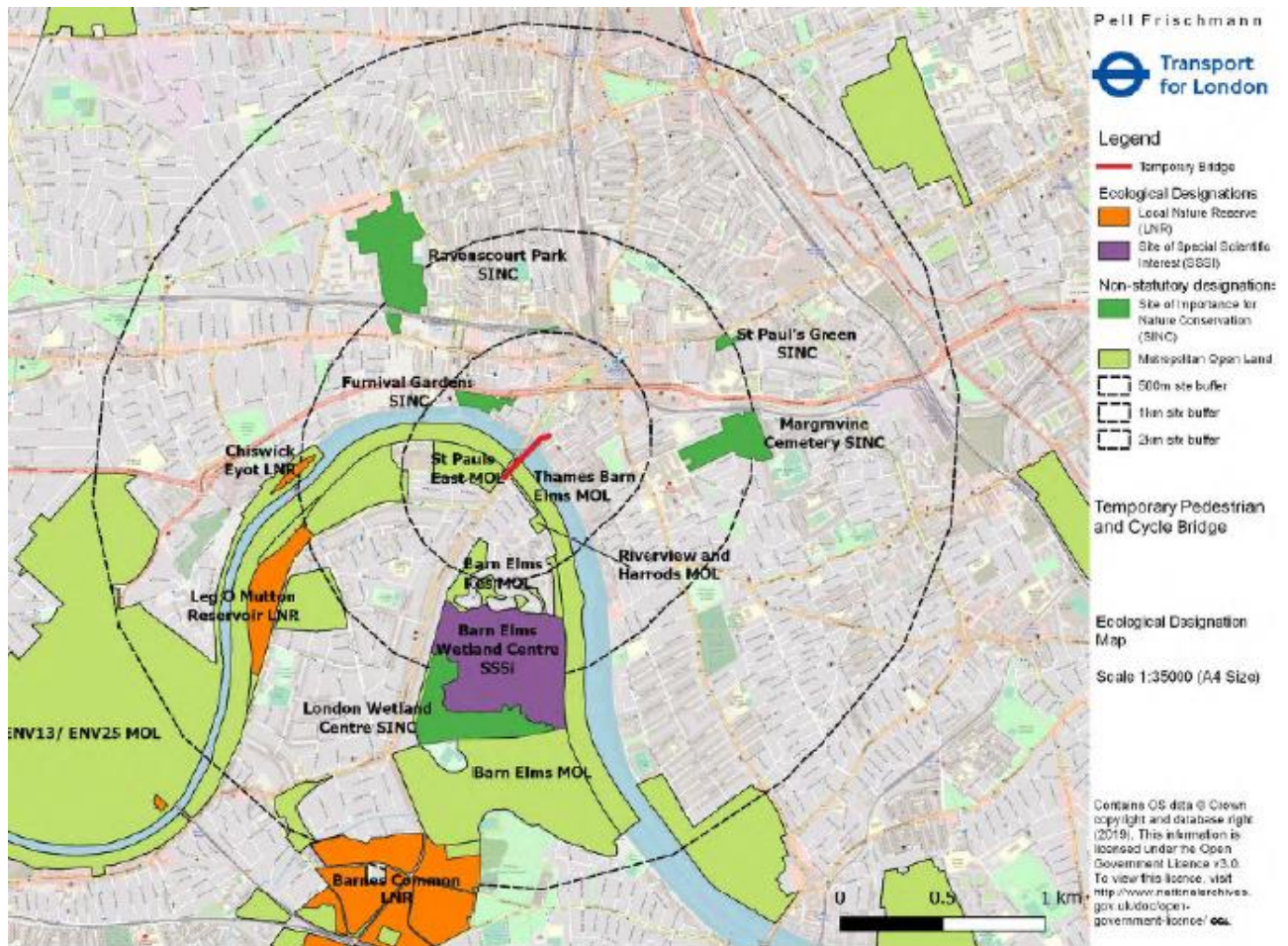
- The Screening Report identifies no international designated Sites (marine or terrestrial) have been identified within 5km of the Site. However, on measurement, Richmond Park is approximately 4.6km from the proposed site, which is designated of national and international importance, being designated a Site of Special Scientific Interest (SSSI); National Nature Reserve (NNR) and Special Area of Conservation (SAC).
- No marine statutory designated sites have been identified within 5 km of the Site.
- Within the LBRuT, the following land-based statutory designated sites of importance for nature conservation have been identified within 1km of the Site (there are others within LBH&F):
 - Barn Elms Wetland Centre Site of Specific Scientific Interest (SSSI), located approximately 650m south of the proposed Site;
 - Leg of Mutton Reservoir Local Nature Reserve (LNR), located approximately 1km south-west of the Site.
 - The Site is also situated within a SSSI Impact Risk Zone for Barn Elms Wetland Centre SSSI.

Non-statutory Sites

- Non-statutory designated sites of importance for nature conservation (SINCs) have been identified within 1km of the proposed Temporary Bridge site, including, the River Thames and Tidal Tributaries (M031), located within the Site and classified as a Site of Metropolitan Grade Importance and Other Site of Nature Importance.
- The site (River) and adjacent southern bank (and access to) and land at St Pauls and rear 1-76 Riverview Gardens are MOL.

Given the separating distance between the site and the some of the above areas; the nature of development (and construction); and temporary nature of both the construction and development, and applying mitigation measures, significant effects physically upon such areas is not envisaged.

A Preliminary Ecological Appraisal has been submitted, that identifies high value bird habitat (Intertidal Mudflats); and protected species of 8 bats, 4 amphibians, 181 birds, 2 fish, 3 mammals and 3 reptile species (all within 2km radius of the site). Significant effects can be avoided through further survey work and mitigation measures, including, Construction Environmental Management Plan; Drainage Construction Runoff Strategy and Managed timing for the clearance works. Similarly, as already raised, the Aquatic Ecology Desktop Study deems mitigation can ensure no significant effects are likely upon aquatic ecological receptors.



- Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;

The northern extent of the proposed Temporary Bridge falls within the LBH&F Air Quality Management Area (AQMA) and the southern end falls within the LBRuT AQMA and Air Quality Focus Area (Hammersmith Bridge Road at Castelnau (Area 159)). The AQMA has been declared for the following pollutant/s:

- Nitrogen Dioxide - failing to meet the EU annual average limit for this pollutant. The Borough may also be breaching the UK 1-hour AQ Objective based on measured concentration for NO₂ being in excess of 60µg/m³ at some locations.
- Particulate Matter (PM₁₀) – whilst monitoring data from the automatic monitoring stations at Castelnau Library (Roadside site), and Wetlands Centre (Background site) in Barnes indicate the borough is complying with the UK Objectives and EU Limits, the wider modelling data indicates that we are likely to be breaching the 24-hour and annual mean PM₁₀ Objectives at a number of locations across the borough. The Borough is also exceeding World Health Organisation air quality guideline for this pollutant and have a formal responsibility to work towards reductions of PM_{2.5}.

However, as concluded, the development, both construction and operation, is not likely to have significant environmental effects in this regard, subject to conditions and mitigation measures.

- Densely populated areas;

The area to the south landing stage is built up, thereby the development may cause impacts on the surrounding population, particularly in terms of:

- Noise, vibration, emissions, dust during construction
- Noise and light pollution from proposed use
- Changes in lighting conditions and visual amenities
- Visual impact on townscape
- Flood risk and contamination

The above matters have been discussed elsewhere in this report. Given the scale, siting, nature and duration of the development (both works and operation), the surrounding context and considering measures and mitigation that could be applied and controlled through relevant Environmental and Health and Safety legislation and planning conditions (and information necessary for validation of any application), the development is not deemed to give rise to significant effects. Mitigation may include landscaping / green walls to create visual barriers (as an example).

- Landscapes and sites of historical, cultural or archaeological significance:

Heritage Assets: Hammersmith Bridge is designated a Grade II* Listed Building. The land to the east and south of the existing bridge, including but not limited to, the towpath, river and Riverview Gardens are within Castelnau Conservation Area. Properties within Riverview Gardens are designated BTMs. The Thames and bank are designated an Archaeological Priority (English Heritage) Area.

The applicant has provided an Archaeology and Cultural Heritage Desktop study alongside the Screening Report. This identifies 34 designated heritage assets, including 6 Grade II* Listed Buildings, one of which is the existing Hammersmith Bridge. The report identifies that the Temporary Bridge will have a minor effect on the setting, but that this would have no effect on its significance.

The setting of Hammersmith Bridge forms part of its significance. Any effect on the setting must affect the significance of the asset, and that any application should be accompanied by a Heritage Statement which should assess the significance of the heritage assets affected and the impact of the proposals upon that significance. This must incorporate information contained within The Historic Environment Record. The baseline position against which harm to heritage assets will be assessed will be the position as at the date of determination of the application. Any potential future temporary shrouding of parts of the listed bridge should not be relied upon to mitigate any harm to its significance caused by the temporary bridge.

If harm to the significance of designated heritage assets is identified then it should be fully justified, including whether any lesser steps have been considered, such as alternative designs/proposals/site locations that would avoid the harm; and the reasons why they have been discounted and whether the harm has been minimised.

Any application should clearly explain the public benefits of the proposals so that these can be considered as part of the overall planning balance.

Townscapes and landscapes: Hammersmith Bridge is designated a landmark, and the approach from Castelnau a protected Vista. The site also falls within the Thames Policy Area. With regards to landscape

- The River, adjacent Towpath, St Pauls East playing fields and rear of 1-76 Riverview Gardens are designated Metropolitan Open Land (MOL)

- The Towpath and accesses to (either side of Hammersmith Bridge) are designated Public Open Space.
- There are a number of Tree Preservation Orders (TPOs) to the land rear of 1-52 Riverview Gardens, and the most notable trees that may be impacted upon are G21, T20, T21 and T26.

The physical presence of construction works will increase the visual appearance of the construction and vehicles. However, any townscape and visual effects are to be limited, localised and temporary.

Some removal of trees may be required, yet to be confirmed, however, it is deemed the visual effect unlikely to be significant. Proposed tree planting and landscaping can also mitigate these impacts. In addition, as outlined, specific measures can be applied to minimise impact on trees including, decompaction, trial pits for piling, piling methodology and supervisory requirements.

The presence of the structure will have a visual impact upon the MOL, Thames Policy Area, landmark and vista, and impact upon their setting and visual openness. However, the development will not cause any harm to protected views. Further, with visual assessment, CGIs and in response to the limited scale and temporary nature of both works and the development itself, this is not deemed significant effect.

The report recommends that a Landscape Design Strategy should be adopted. Further approaches will include tree protection measures, site segregation for construction site activities and maintenance of construction site hoarding. With proposed mitigation, no significant effects are likely due to construction.

Summary – Given the scale, land use and temporary nature of the proposed development and environmental context of the area, the magnitude, intensity and duration of any impacts on the environmental sensitivities of the area, are not deemed to be significant.

(3) Type and characteristics of the potential impact: The likely significant effects of the development on the environment must be considered in relation to

- **criteria set out in points 1 and 2 (characteristics and location of the development)**
- **with regard to the impact of the development on the factors specified in Regulation 4(2),**
 - a) **population and human health;**
 - b) **biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(1) and 2009/147/EC(2);**
 - c) **land, soil, water, air and climate;**
 - d) **material assets, cultural heritage and the landscape;**
 - e) **the interaction between the factors referred to in sub-paragraphs (a) to (d)**
- **taking into account the**
 - a. **magnitude and spatial extent of the impact**
 - b. **nature of the impact;**
 - c. **transboundary nature of the impact;**
 - d. **intensity and complexity of the impact;**
 - e. **probability of the impact;**

- f. expected onset, duration, frequency and reversibility of the impact;**
- g. cumulation of the impact with the impact of other existing and/or approved development;**
- h. possibility of effectively reducing the impact.**

The criteria set out in Part 3 of Schedule 3 of the Regulations have been considered in the Screening Opinion. The proposed development, both during construction and operation, will impact upon several areas of acknowledged interest both within LBRUT and LBH&F.

Construction:

- Population and human health: The work will impact upon population and human health: However, by reason of the construction type of the bridge, the temporary nature of the works, and the method of construction, this is not deemed to be significant nor unusual or complex. There is no evidence to suggest there is a risk of an accident, however, any possibility can be reduced through Construction (Environment) Management Plans, FRA, appropriate survey / investigation / watching briefs, etc. Further, any impact will be temporary.
- Biodiversity: The site is not within any international or statutory designated Sites, however, within 5km of national and international statutory sites and within a non-statutory site. A Preliminary Ecological Appraisal and Aquatic Desktop Study have been submitted, and it is deemed effects will not be complex and can be avoided through mitigation measures (such as Construction Environmental Management Reports etc). Again, such effects are reversible.
- Land, soil, water, air and climate; With mitigation measures, the Works are not deemed to have a significant effect on high quality, or natural or scarce resource or land stability and climate. The Works will inevitably add to air pollution, however, given the limited duration, measures to control and measure this, it is not deemed to lead to significant effect.
- Material assets, cultural heritage and the landscape: The physical presence of vehicles machinery, structures, hoardings will impact upon the openness and setting of the MOL, heritage assets; landmarks and vistas, the quality of the Public Open Space and Thames Policy Area. However, this will be in a relatively contained area, is not complex, uncommon, of any great magnitude, is temporary and reversible, and with further assessments and mitigation measures, the impacts can be reduced and not significant.

In summary, whilst the impacts through the works will be frequent, given the nature and method of construction; these impacts not overly complex or uncommon for the Borough; temporary in nature and duration; a number being reversible (construction waste, air, noise, traffic, visual impact and the Bridge itself), with the mitigation measures put forward and recommended (to avoid significant effect), these are not deemed significant. It is probable the Works will generate short term employment opportunities.

Completed Development:

- Population and human health: The Development will have the potential to impact upon the population, by (for example) light conditions and pollution, flooding, navigation, wind, travel, visual effect. However, with the recommended mitigation and reports as suggested, the nature, intensity complexity is not deemed of significance. Further, the impact is reversible given the temporary natures of the development.
- Biodiversity: The site is not within any international or statutory designated Sites, however, within 5km of national and international statutory sites and within a non-statutory site. A Preliminary Ecological Appraisal and Aquatic Desktop Study have been

submitted. It is deemed effects will not be complex and can be avoided through mitigation measures (such as lighting strategies). Again, such effects are reversible.

- Land, soil, water, air and climate: The disruption to local Geology and Hydrogeology is low. By reason of the temporary nature, size and location of the Bridge, means that the Operational Development is not expected to cause permanent or significant change to the water body, its water quality habitats and species, nor result in adverse effect on air quality. Again, any impacts are not deemed complex or of magnitude and can be mitigated and are temporary.
- Material assets, cultural heritage and the landscape; The site is within and adjacent to Heritage Assets, both designated and non-designated, landmark and Vistas, MOL, Thames Policy Area and Public Open Space. The development will cause physical changes to the site and surrounds, including the adjacent Borough. However, given the temporary nature of this bridge, the duration is limited and the impact reversible. Given the local context, modest scale, through recommendations (archaeological, visual and Heritage Impact Assessments), and mitigation, this impact is not deemed complex, and can be reduced / mitigated.

Therefore, it is of the Authorities opinion the development would not trigger the need for an Environmental Statement, under the terms of the EIA Regulations, to accompany any future planning application and any environmental effects associated with the Development can be adequately dealt with via the normal planning application process. The detailed planning application will need to be supported by an extensive suite of environmental technical studies and operational management plans.

On this basis, significant environmental effects are not considered likely.

Mitigation measures

The EIA Regulations (5.5b) and NPPG state, “Where it is determined that the proposed development is not Environmental Impact Assessment development, the authority must state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment”. Further, “Local planning authorities will need to consider carefully how such measures are secured. This will usually be through planning conditions or planning obligations, enforceable by the local planning authority which has powers to take direct action to ensure compliance”.

Taking into consideration the environmental information submitted and measures envisaged to avoid or prevent adverse effects on the environment, the potential impacts are effectively reduced. The tables below summaries the mitigation measures put forward by the applicants (refer to supporting documents and EIA Report – Section 5) or recommended by the LPA. These would either be secured by condition or a Section 106 Legal Agreement, and / or be necessary at the time of submission. In addition, measures could be applied and controlled through relevant Environmental and Health and Safety Legislation, to reduce the extent, duration, probability, frequency, magnitude, intensity of potential impacts.

Table 3: Mitigation Measures

Environmental Effect	Recommended mitigation
Cross environmental matters	<ul style="list-style-type: none"> • Code of Construction Practice • Construction Environmental Management Plan (CEMP)
Socio-economic, Community and	<ul style="list-style-type: none"> • Prior notice of the works should be given to the local community, including any groups who use the River Thames as a recreational resource.

Transport	<ul style="list-style-type: none"> • The construction programme should avoid special events • Design Out Crime / Secure by Design consultation • Towpath diversions • Sensitive lighting • Landscaping
Surface Water and Flooding	<ul style="list-style-type: none"> • Compliance with a Flood Risk Assessment and design criteria set by the Environment Agency • Surface water management strategy – based on sustainable drainage principles
River Environment	<ul style="list-style-type: none"> • Type of piling foundations to avoid major impacts and disturbance of the river environment. • CEMP to reduce impacts from construction run-off, spillage, leakage noise and vibration. • Intertidal Mudflats, Shingle and Running Water: <ul style="list-style-type: none"> ○ The scheme design should aim to avoid the need to pile or auger bore into the mudflats where possible. Where not possible, the CEMP should ensure sufficient mitigation including: <ul style="list-style-type: none"> ○ Methods that avoid noise and vibration; ○ Limit additional lighting and night-time working where possible, and for light spill should be kept to a minimum • All working practices will adhere to Guidance on Pollution Prevention (GPP) for works and maintenance in or near water (NetRegs, 2020) • All vessels will adhere to the requirements of the MARPOL Convention Regulations. • Specific recommendations to aquatic species will be adhered to during construction, operation and decommissioning (as outlined in the Aquatic Ecology Desktop Study). Wherever possible: <ul style="list-style-type: none"> ○ Construction and decommissioning should be carefully planned to avoid key ecological events such as fish spawning, fish aggregation and fish migration; ○ A low-level construction lighting strategy will be implemented in order to minimise the risk of disturbance to fish ○ Lighting used for construction will be switched-off when not in use and positioned so as not to spill on to the water wherever possible. ○ Low level lighting during operation. ○ Low-noise/vibration piling techniques, due to the potential to have a moderate adverse effect upon smelt during times of spawning ○ Avoid in-river works during smelt spawning times (March to April inclusive) ○ Mitigation will include limiting piling during night-time hours, <p>Recommendations put forward by the Port of London Authority, including:</p> <ul style="list-style-type: none"> • Channels remaining open, control boat, signs, buoys, NABSA.
Ecology	<ul style="list-style-type: none"> • Construction Environmental Management Plan • Drainage Construction Runoff Strategy • Arboricultural Survey Report • Recommendations outlined in the Aquatic Ecology Desktop Study. • Consultation with Natural England
Protected and notable species	<ul style="list-style-type: none"> • CEMP • Birds: <ul style="list-style-type: none"> ○ Any clearance works affecting trees should be completed outside of the bird breeding season (March-September).

	<ul style="list-style-type: none"> ○ Ecological watching brief to ensure that the trees and shrubs are clear of nests. ○ If any active nests, works stopped until a 10m radius around the nest has been screened off from construction. ○ Nest boxes for breeding birds. ● Bats: <ul style="list-style-type: none"> ○ Bat endoscope surveys ○ Emergence re-entry surveys are conducted during the survey season that the tree is scheduled to be removed. ○ Retention of mature trees to the south of the Site ○ Avoidance of impacts to bat roost ○ Climbing tree inspection ○ Mitigation Licence for a European Protected Species Licence ○ Lighting used during construction is kept to an absolute minimum and designed to prevent light spilling ● Two lipped Door Snail - A pre-commencement survey ● Potential for ecologist during vegetation clearance to move any individuals to alternative suitable habitat
Invasive Species	<ul style="list-style-type: none"> ● Construction Environmental Management Plan – outlining specific methods to avoid the spread of any invasive species during construction
Aquatic Ecology	<ul style="list-style-type: none"> ● Implementation of the Construction Environmental Management Plan ● Recommendations outlined in the Aquatic Ecology Desktop Study.
Archaeology and Heritage	<ul style="list-style-type: none"> ● Heritage Statement should assess the significance of the heritage assets affected and the impact of the proposals upon that significance. This must incorporate information contained within The Historic Environment Record. <ul style="list-style-type: none"> ○ Baseline – date of determination of the application ○ Temporary shrouding of listed building should not be relied upon to mitigate harm. ○ If harm identify – requires full justification, including: <ul style="list-style-type: none"> ○ Any lesser steps, and reasons for these being discounted. ○ Explanation of public benefits ● Southern Abutment: Early consultation with the LPA/GLAAS to ensure that any impact on previously unrecorded buried archaeological features or deposits is either defined in more detail by evaluation, or mitigated by archaeological monitoring during construction and the use of protective measures during enabling works, as may be required as part of a planning condition. ● Piers: Early consultation with the LPA/GLAAS undertaken and details of construction methods clarified to fully define potential impacts. Archaeological monitoring may be required during the installation of piers, or other intrusive works, on the foreshore or riverbed. Monitoring of effects during the use of the temporary bridge, and when the piers are removed, may also be required.
Townscape and Landscape	<ul style="list-style-type: none"> ● Landscape Design Strategy should be adopted. ● Replacement tree planting / landscaping ● Site segregation for construction site activities ● Maintenance of construction site hoarding. ● Arboricultural Method Statement. ● Tree protection measures, taking into account Roof Protection Measures ● Crown clearance heights taken into account during construction

Air Quality and Climate Change	<ul style="list-style-type: none"> • Construction environmental management measures (dust and carbon emissions) • CEMP
Noise and Vibration	<ul style="list-style-type: none"> • Construction management measures and good practice, including <ul style="list-style-type: none"> • adherence to working hours, • use noise reducing techniques with low noise emission machinery, • ongoing noise monitoring • not piling if marine mammals are known to be in the area. • methodology for installing the piles
Land Contamination	<ul style="list-style-type: none"> • Use of pile casings during construction to limit contaminant release.
Waste	<ul style="list-style-type: none"> • Waste Management Plan
Major Accidents and/or disaster	<ul style="list-style-type: none"> • Risk of Unexploded Ordnance (UXO): Appropriate survey/watching brief or specialist attendance during construction • Risk of navigation accidents: Compliance with the Navigation Risk Assessment • Risk of marine pollution disaster: Implementation of a Construction Environmental Management Plan. • Consultation with Thames Water – Thames Tunnel
Risk to human health and safety	<ul style="list-style-type: none"> • Standard health and safety procedures • Suitable lighting design

Table 4: Information on submission of an application

Environmental Effect	Submission requirement	Recommended submission requirement
Socio-economic, Community and Transport	<ul style="list-style-type: none"> • Phasing details • Transport Statement: <ul style="list-style-type: none"> ○ Details of how the bridge connects to the Highway (road and footways) ○ Details of any stopping up orders / section 278 works ○ Details of towpath diversions • Highway Layouts – existing and proposed • Construction Management Statement • Statement of Community Involvement • Daylight/sunlight/overshadowing assessment • Health Impact Assessment 	<ul style="list-style-type: none"> • Crossovers removal / reinstatement details • Public highway / pavement survey • Design Out Crime / Secure by Design consultation results
Surface Water and Flooding	<ul style="list-style-type: none"> • A Foul Water and Utilities Statement • Flood Risk Assessment (including impact on defences) • London Sustainable Drainage Proforma • Statement of Sustainable Drainage systems 	<ul style="list-style-type: none"> • Method statement: Working close to Thames Water assets
Ecology; Protected and	<ul style="list-style-type: none"> • Preliminary Ecological Appraisal • Mitigation and enhancement measures 	

notable species; Invasive species; Aquatic ecology	<ul style="list-style-type: none"> / plans • Construction Environmental Management Plan • Drainage Construction Runoff Strategy • Arboricultural Survey Report • External lighting assessment 	
Archaeology and Heritage	<ul style="list-style-type: none"> • Heritage Statement (in conjunction with The Historic Environment Record) • Archaeological Statement 	<ul style="list-style-type: none"> • Engineering Method Statement for Hammersmith Bridge • Written scheme of investigation
Townscape and Landscape	<ul style="list-style-type: none"> • Design and Access Statement • Photomontages / Verified Views • Streetscape drawings • Open Space Assessment • Landscape Design Strategy • Tree Survey • Arboricultural Impact Assessment • Arboricultural Method Statement • Hard and Soft Landscaping (including tree planting and aftercare) 	
Air Quality and Climate Change	<ul style="list-style-type: none"> • Air Quality Assessment • Construction Environmental Management Plan 	<ul style="list-style-type: none"> • Dust Management Plan • NRMM compliance with Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments
Noise and Vibration	<ul style="list-style-type: none"> • Noise Assessment • Construction Environmental Management Plan 	<ul style="list-style-type: none"> • Noise and Vibration Construction Method Statement • Piling and equipment method statement
Land Contamination	<ul style="list-style-type: none"> • Land Contamination Assessment 	
Waste	<ul style="list-style-type: none"> • Construction Environmental Management Plan • Waste Management Plan 	
Major Accidents and/or disaster	<ul style="list-style-type: none"> • Risk of marine pollution disaster: Construction Environmental Management Plan. 	<ul style="list-style-type: none"> • Site investigation scheme for potential unexploded ordnance • Navigation Risk Assessment
Risk to human health and safety		<ul style="list-style-type: none"> • Lighting Strategy

Conclusion

The Screening Report and accompanying documentation have provided detail of the likely significant effects. Further, an appropriately detailed scheme description and design for the stage of the project has been provided, meaning the London Borough of Richmond, as responsible authority, can move to adopt a Screening Opinion with a high level of confidence.

The proposed Temporary Bridge is not likely to result in significant effects on the environment by virtue of factors such as its nature, size or location. The scheme does not trigger the relevant EIA thresholds for the type of development.

For the reasons set out in this Opinion Report, the absence of sensitive areas being identified; and given the scale and temporary nature of the proposed development, the duration, reversibility and intensity of any impacts, the enhanced cross river accessibility for non-motorised road network users; and in addition to the potential mitigation measures and implementation of recommendations put forward in the submission and as recommended in this Report, the Council does not consider that the proposed development will result in any unusually complex, significant or potentially hazardous environmental effects.

It is deemed there no other factors in this case in this specific location, including urbanising effects, traffic, noise, and air quality effects, loss of best land and effects on local receptors, that either in isolation or together, would necessitate EIA.

The potential effects of the proposal are considered likely to be of a more localised nature and not so significant in terms of their magnitude/extent or sensitivity to warrant a full assessment by way of an Environmental Statement. It is considered that all the localised impacts relating to the proposed development could be satisfactorily assessed and mitigated by way of supporting reports (in addition to statutory submission requirements) and mitigation measures.

Representations have been received with regards of the scope of the submitted Screening Report and the absence of alternative proposals. This Screening Opinion is based on the proposed description of development and supporting information provided within the Screening Report. In line with the EIA Regulations, the requirement to consider reasonable alternatives and reasoning for the option chosen within an Environmental Statement occurs if a Positive Screening Opinion is issued and the development is deemed an EIA development. (Regulation 18(3)(d)).

In accordance with Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the London Borough of Richmond hereby determines the proposed development as set out does not warrant the submission of an Environmental Impact Assessment / Environmental Statement, as set out in the meaning of the EIA Regulations 2017. The MMO, on 23 April 2020, also determined the proposal would NOT require an EIA under The Marine Works (Environmental Impact Assessment) Regulations 2007, as amended.

Decision: Negative Screening Opinion

Date of Opinion: 24 April 2020

Robert Angus

A handwritten signature in black ink, appearing to read 'R. Angus', is written over a light blue rectangular background.

Head of Development Management