



Ministry of Housing,
Communities &
Local Government

Simon Kelly
Associate
Richard Buxton Solicitors
Environmental, Planning and Public Law

By email only:
email: skelly@richardbuxton.co.uk

Please ask for: Karen Rose
Tel: 0303 44 48069
Email: Karen.rose@communities.gov.uk
Your ref:
Our ref: PCU/EIASCRC/H5390/3251822
Date: 1 July 2020

Dear Mr Kelly

**Request for a Screening Direction
Town and Country Planning (Environmental Impact Assessment) Regulations
2017
Proposal for: Proposed Temporary Pedestrian and Cycle Bridge at
Hammersmith Bridge, London**

I refer to your request dated 3 April, made under 5(6) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (S.I. 2017/571) ("the 2017 Regulations") for the Secretary of State's screening direction on the matter of whether or not the development proposed is 'EIA development' within the meaning of the 2017 Regulations.

Bridge projects are not mentioned as a separate development type in the Schedules, as they are usually considered as part of other development types, such as roads, railways and inland waterways. Considering that the proposed bridge is a pedestrian and cycle highway, the project could be considered to fall under '10 Infrastructure projects (f) Construction of roads' of Schedule 2 of Town and Country Planning (EIA) Regulations or correspondent n.62 of Schedule A2 of Marine Works (EIA) Regulation. It is noted that the total area of the project will be approximately 0.2794 ha, which is below the 1 ha threshold. However, the Secretary of State has exercised his discretion to make a screening direction of his own volition in this case and he has decided to exercise that power in response to the request made by the third party. Therefore, the Secretary of State considers the proposals **to be 'Schedule 2 development'** within the meaning of the 2017 Regulations.

However, in the opinion of the Secretary of State and having taken into account the selection criteria in Schedule 3 to the 2017 Regulations, the proposal **is not likely to have significant effects on the environment**, see the attached written statement which gives the reasons for direction as required by 5(5) of the EIA Regulations.

Accordingly, in exercise of the powers conferred on him by regulation 5(3) of the 2017 Regulations the Secretary of State hereby directs that the proposed development is **not 'EIA development'** within the meaning of the 2017 Regulations. Permitted

Planning Casework Unit
Ministry of Housing, Communities and Local Government
5 St Philips Place
Colmore Row
Birmingham B3 2PW

Tel: 0303 44 48050
Email: pcu@communities.gov.uk

development rights under the Town and Country Planning (General Permitted Development) Order 2015 (SI 596) as amended are therefore unaffected.

You will bear in mind that the Secretary of State's opinion on the likelihood of the development having significant environmental effects is reached only for the purposes of this direction.

I am sending a copy of this letter and written statement to Transport for London, London Borough of Hammersmith and Fulham and London Borough of Richmond and Wandsworth.

Yours sincerely

Karen Rose

Karen Rose
Planning Casework Manager
(With the authority of the Secretary of State)

Town & Country Planning (EIA) Regulations 2017
Secretary of State Screening Direction – Written Statement

Application name:	Temporary Cycle/Pedestrian Bridge
SoS case reference:	PCU/EIASCR/H5390/3251822
Schedule and category of development:	10 (f) Construction of roads

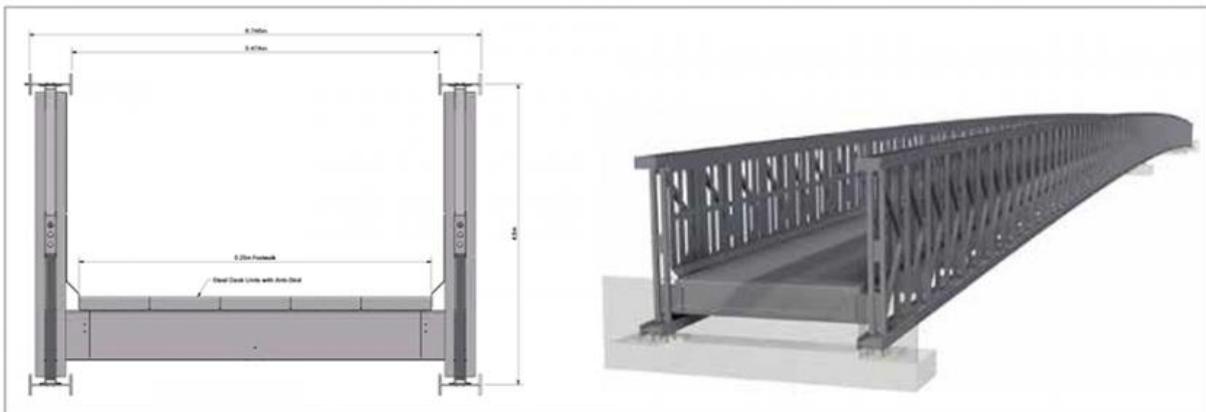
Full statement of reasons as required by 5(5)(a) of the 2017 EIA Regulations including conclusions on likelihood of significant environmental effects.

The Secretary of State has considered whether the above proposal is likely to have significant environmental effects. He has undertaken this screening, taking into account the criteria set out in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. In doing so he considers the main matters to be addressed are:

Schedule 3 selection criteria for Schedule 2 development refers:

1 (a) – (f) regarding characteristics of development

Proposed Temporary Pedestrian and Cycle Bridge at Hammersmith Bridge. The structure type is to be a temporary modular steel bridge. 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 effective width of the segregated pedestrian and cycleway is to be a minimum of 5.50m, with an overall deck width of 7.1m.



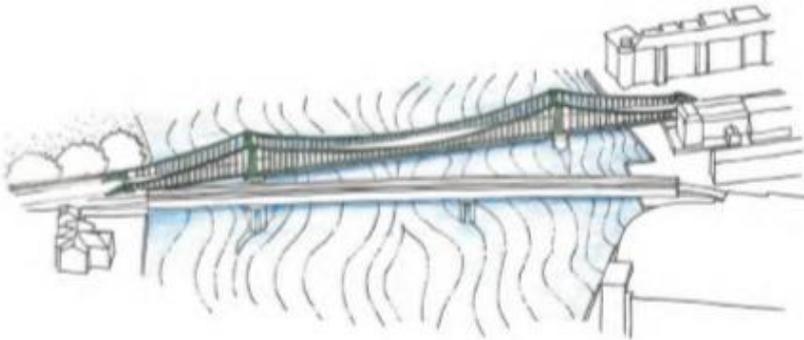
The TfL report outlines that the required area for abutments and ramps of the Temporary Bridge is estimated to be approximately 830m² on the north bank and 430m² on the south bank, a total of 1260m². On the north bank the area affected is within the green space and existing highway at the end of Queen Caroline Street. On the south bank, the area affected corresponds to the towpath and existing highway. It is reported that there will be no private land-take required on either side of the river.

Therefore, I agree with TfL that considering the size of area affected (less than one hectare) and land use, the impact is considered to be minor. The addition of the temporary footbridge in this urban context is not considered to have likely significant effects.

As the Temporary Bridge is a mostly pre-fabricated structure, there is the potential for it to be reused, which will increase the lifecycle of materials, and avoid carbon emissions associated with embedded carbon.

It is noted, that once the Temporary Bridge is no longer required, the structure will be fully removed, and all areas temporarily affected will be restored. Therefore, there will be no permanent significant effects on land use due to construction, operation and decommissioning

2 (a)-(c) (i) – (viii) regarding location of development



The area to be developed is Priority Habitat Inventory - Mudflats (England). It is noted that the Intertidal Mudflats are a UK Priority Habitat due to their high productivity and ability to support predatory bird and fish species, and that the TfL report outlines that Intertidal mudflats were observed at low tide along the northern and southern banks of the River Thames. It is noted that this habitat is considered to be of value to feeding birds. Mudflats are also of importance to wintering birds and migrant species.

However, given the location of this particular site, it is reported that the mudflats would support less biodiversity than areas of less recreational disturbance and pollution and that no vegetation was observed within the mudflats during the survey undertaken by TfL. It is noted in the TfL report that the piling method that is being proposed, compared with other options, is the one that is likely to give rise to the least disturbance of riverbed sediments. This piling method will require a jack-up barge, which will be bedded into the sediments on a number of jack-up piles, which is likely to cause some minor, localised disturbance to the sediment. Additionally, the initial driving of the outer pile casing into the sediment is likely to cause some minor, localised disturbance to the sediment. The remainder of the piling activity is proposed to be conducted via drilling into the outer casing, which is unlikely to significantly disturb the sediments. Nevertheless, it is recognised that there is the potential that a minor amount of disturbance is possible. Although there is typically some degree of chemical contamination in most Tidal Thames sediments, it is reported that it is unlikely that the minor levels of disturbance to the sediments could cause significant effects to water quality.

The Secretary of State notes that once the Temporary Bridge is no longer required, the structure will be fully removed, and all areas temporarily affected will be restored. The effects will be short term in duration and are not considered significant for natural resources during construction, operation and decommissioning.

There are Listed buildings within the vicinity along with the Listed Hammersmith Bridge. However, this development is for a temporary structure that will be removed once the Listed Hammersmith Bridge has been repaired. I consider the effects are not likely to be significant.

The northern extent of the proposed Temporary Bridge falls within the Hammersmith and Fulham Air Quality Management Area (AQMA) and the southern end falls within the LBRuT AQMA. These AQMA were declared by London boroughs due to exceedances of NO₂ and PM₁₀. The key sources of such pollutants are attributable to road traffic associated emissions. These are shown in Figure 10.

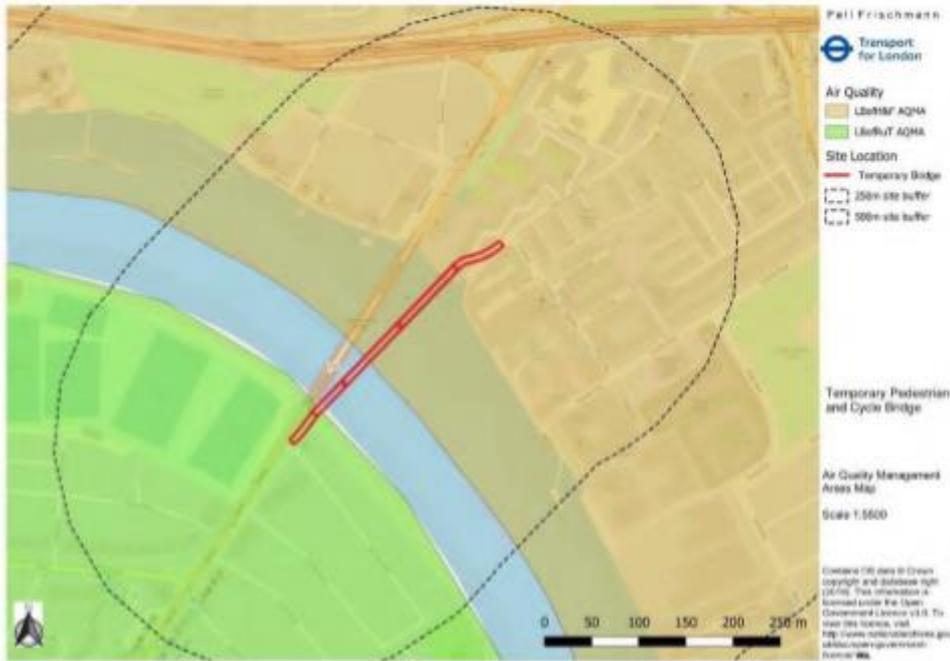


Figure 10 – Air Quality Management Areas

It is noted that during the Hammersmith Bridge closure for repairs, motorized traffic is being diverted to Chiswick Bridge, approximately three miles to the West and to Putney Bridge, 2.5 miles to the East. This re-routing takes the traffic through Air Quality Management Areas (AQMA) in Richmond and Hounslow (where the Chiswick Bridge lands on the north bank). It is reported that during this period, TfL is also planning full or partial closures of Wandsworth, Kew, Vauxhall and London Bridges.

TfL itself has recorded that the traffic which is currently diverted from the closed Hammersmith Bridge causes “significant congestion” in the local area and on other Thames bridges, as well as disruption to those using public transport. The Third Party requester outlines that the TfL Screening Report is wholly silent on these issues, and there is equally no assessment of the likely cumulative impacts of the diverted traffic from Hammersmith Bridge together with any diverted traffic from the other planned bridge closures. Having read the TfL report I found that it is light in detail outlining that the northern extent of the proposed Temporary Bridge falls within the Hammersmith and Fulham Air Quality Management Area (AQMA) and the southern end falls within the LBRuT AQMA. These AQMA were declared by London boroughs due to exceedances of NO₂ and PM₁₀. The key sources of such pollutants are attributable to road traffic associated emissions. However, I consider that the proposed temporary Cycle/pedestrian bridge is unlikely to add to these Air Quality issues given that the bridge closed to traffic in April 2019 and any pollution created by the construction of the temporary bridge will be temporary.

3(a) –(e) regarding characteristics of potential impact

I have considered the potential closures of further bridges across the River Thames outlined by the third-party requester in their letter of 30 April 2020. I note the concerns, however Hammersmith Bridge is already closed and has been since April 2019. Therefore, I consider this proposal is a project in its own right for a temporary foot and cycle bridge intended to reduce the reliance on cars and public transport use through those pedestrians and cyclists using the temporary bridge. The need for a temporary bridge has been determined due to the significant distance between other pedestrian crossing points at Chiswick Bridge approximately 3.8km to the west and Putney Bridge approximately 3km to the east of the Site.

I note the TfL report outlines that the Hammersmith Bridge provides a major link between Hammersmith and Richmond, and that there is a lack of cross river London Underground services at this location so the majority of the public living in Richmond usually take one of the four bus routes across Hammersmith Bridge to connect into the London Underground network at Hammersmith Station for onward travel into the city. It is noted that Hammersmith Bridge was closed to all vehicular traffic in April 2019 as it was found to have critical faults which meant the live loading on the bridge had to be reduced significantly to prevent a potential catastrophic collapse.

The TfL report outlines that the closure has resulted in major disruption to the local and wider area due to the absence of a close alternative crossing. It is reported that Bus routes now terminate at either end of the bridge resulting in major flows of pedestrians and cyclists across the bridge, with an increase from 6,000 to 21,000 trips per day. These flows have to be accommodated in this locality as there is no feasible alternative; the closest crossings are either Putney Bridge, or Chiswick Bridge, both a 4km walk away, which would take approximately 50 minutes to complete the journey.

The TfL report notes that other planned closures of bridges near the area could worsen the effect upon the community; Wandsworth Bridge will have 10 months of maintenance works starting in February 2020 and other bridges (Kew, Vauxhall, London) are facing partial closures for a number of months in the near future. These may have a cumulative effect, however, it is not certain as to when or if the closures will happen given the current uncertain climate due to the Covid 19 Pandemic. The request relates to the proposal for a temporary foot/cycle bridge which would alleviate the necessity for some additional journeys to alternative bridges.

I therefore conclude that there is unlikely to be a significant effect from this proposal to justify the need for an environmental statement.

Is an Environmental Statement required?	No
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Name	Karen Rose
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Date	01/07/2020
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