

LONDON BOROUGH OF RICHMOND UPON THAMES

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

EIA SCREENING OPINION REVIEW

SITE: TWICKENHAM RIVERSIDE

PROPOSED DEVELOPMENT: Demolition of existing buildings and structures and redevelopment of the site comprising 45 residential units (Use Class C3), ground floor commercial/retail/cafe (Use Class E), public house (Sui Generis), boathouse locker storage, floating pontoon and floating ecosystems with associated landscaping, reprovision of Diamond Jubilee Gardens, alterations to highway layout and parking provision and other relevant works.

PREAMBLE:

A screening opinion request was previously submitted in April 2020 for a mixed use development [twickenham_riverside_eia_screening_request.pdf \(richmond.gov.uk\)](#). In May 2020 a Negative Screening Opinion was issued by the Relevant Authority, where it was concluded the development did not require an Environmental Impact Assessment. [twickenham-riverside-2020-screening-opinion.pdf \(richmond.gov.uk\)](#).

In August 2021 a planning application was submitted for the Site, proposing:

- demolition of existing buildings and structures
- redevelopment of the site comprising the construction of two buildings, one of Water Lane and the other on Wharf Lane to provide 45 residential units (Use Class C3), ground floor commercial/retail/cafe (Use Class E), public house (Sui Generis) and boathouse locker storage
- floating pontoon and floating ecosystems
- associated landscaping, reprovision of Diamond Jubilee Gardens,
- alterations to highway layout and parking provision and other relevant works.

The site area is larger than that outlined in the screening opinion issued in 2020.

Regulation 8 of the EIA Regulations states, where it appears to the relevant authority that an application which is before them for determination is a Schedule 1 or 2 application and has not been subject to a screening opinion and has not been accompanied with an Environmental Statement, paragraphs 5 and 6 of Regulation 6 apply as if the lodging of the application were a request for a screening opinion.

In response to the site area being larger than that identified in the 2020 screening opinion, a review of the original screening opinion has been undertaken to ascertain whether the development remains a non EIA development or not.

THE EIA Screening Approach:

The project is proposed under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 regime.

The EIA Regulations Threshold:

A screening exercise has been undertaken in accordance with 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.

The EIA Regulations define 'EIA Development' in Regulation 2(1) as either:

- Schedule 1 development; or
- Schedule 2 development likely to have a significant effect on the environment by virtue of its size, nature or location.

The development is not a Schedule 1 development.

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 within a 'sensitive area'.

Whilst the Proposed development includes alterations to the road network and flood defence works, the LPA is of the view that the proposal would be an Urban Development Project (including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas) as defined under Schedule 2, Part 10 (B) of the Regulations, which has a relevant threshold of:

- i. The development includes more than 1 hectare of urban development which is not dwellinghouse development;
- ii. The development includes more than 150 dwellings; or
- iii. The overall area of the development exceeds 5 hectares

As set out in PPG, "only a very small proportion of Schedule 2 development will require an EIA. While it is not possible to formulate criteria or thresholds which will provide a universal test of whether or not an assessment is required, it is possible to offer a broad indication of the type or scale of development which is likely to require an assessment. It is also possible to provide an indication of the sort of development for which an assessment is unlikely to be necessary. To aid local planning authorities to determine whether a project is likely to have significant environmental effects, a set of indicative thresholds and criteria have been produced"

The indicative thresholds set out in the NPPG are as follows:

1. EIAs are unlikely to be required for the redevelopment of land unless
 - the new development is on a significantly greater scale than the previous use, or
 - the types of impact are of a markedly different nature or there is a high level of contamination.
2. Sites which have not previously been intensively developed:
 - area of the scheme is more than 5 hectares; or
 - it would provide a total of more than 10,000m² of new commercial floorspace; or
 - the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).

The NPPG states, “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”. If a proposed project is listed in the first column in Schedule 2 and exceeds the relevant thresholds or criteria set out in the second column the proposal needs to be screened to determine whether significant effects on the environment are likely and hence whether an Environmental Impact Assessment is required”.

The proposed development has the following project quantities (Table 1), which confirms the **Development falls below the relevant threshold.**

Table 1: Project quantities

	Schedule 2 thresholds	Indicative thresholds	2020 Screening Opinion	2022 Screening Opinion
Site area	5ha	5ha	1.23ha	1.34ha
Number of residential units	150	1000	Approx. 54	45
Retail area			543m ²	368m ² (GIA)
Commercial area			1027m ²	1019m ² (GIA)
Other uses			1000m ²	
Total commercial floorspace		10,000m ²	2570m ²	1387m ² (GIA)
Floorplate area of ground floor of commercial buildings				2019m ²
Area of urban development not including dwellinghouse development. (The floor plate of the retail, commercial uses has been applied for this measurement, rather than all the site including public realm / open space / floating ecosystem / pontoon).	1ha		0.25ha	0.14ha 0.21ha

In addition to the above, and as outlined in the submission:

- The Site is currently developed and located within an urban area

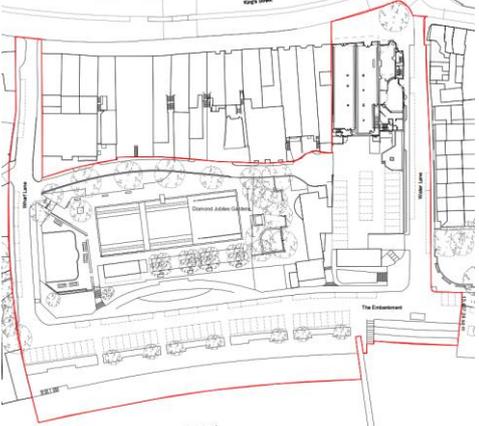
In summary:

- The development is not within a sensitive area
- The development does not exceed the Schedule 2 thresholds.
- The development does not exceed the Schedule 2 indicative thresholds.
 - Whilst the Development would be on a greater scale than its existing use, the surrounding area includes built developments of a similar uses and scales. Further, given the surrounds, context and existing receptors, the type of impacts the Development will generate are not deemed markedly different in nature to those already in the area. It is not unusual for sites to have previous industrial land uses, with a contamination risk. However, as confirmed through the application process with statutory and non statutory consultees, such environmental effects can be adequately managed suitably conditions.
- The development is not Schedule 2 development.

Notwithstanding the above, the NPPG states *“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”*. Therefore, a screening review has been undertaken.

Regulation 6 of the EIA Regulations

Regulation 6 (2) sets out the necessary information the person making a Screening Opinion request must provide. The submission documents that accompanied the application are deemed to confirm with such requirements:

Regulation 6 requirements	Conformity
(a) a plan sufficient to identify the land;	Yes – site plan 
(b) a description of the development, including in particular— <ul style="list-style-type: none"> 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 	Yes – <ul style="list-style-type: none"> • Proposal Description • Submitted drawings • Planning Statement • Design and Access Statement • Heritage, Townscape and Visual Impact Assessment • Ecological Impact Assessment • Health Impact Assessment

<p>affected;</p>	<ul style="list-style-type: none"> • Air Quality Assessment • Noise Assessment • Phase 1 and 2 site investigation – contamination • Flood risk Assessment • Transport Assessment
<p>(c) a description of the aspects of the environment likely to be significantly affected by the development;</p>	<p>Yes</p> <p>As outlined in the above said reports</p> <ul style="list-style-type: none"> ○ People and communities – living standards, openspace, housing, affordable housing, town centre economy, ○ Air Quality ○ Noise ○ Ground conditions ○ Transport network ○ Biodiversity ○ Arboriculture ○ Heritage – above and below ground ○ Flood risk ○ Light – daylight, sunlight and overshadowing ○ Contamination ○ Minerals and waste ○ Climate change
<p>(d) to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from—</p> <ul style="list-style-type: none"> 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 	<p>Yes</p> <p>As outlined in the conclusions of the above said reports and identified during the course of the application:</p> <p><u>Construction:</u></p> <ul style="list-style-type: none"> • Waste production from demolition • Air quality emissions and release of dust particles • Noise and vibration • Pollutants released during demolition and construction • Generation of greenhouse gases though construction • Traffic (construction) • Biodiversity: Impact from light pollution, loss of trees, construction in river • Disturbance and visual impact during demolition and construction • Accidents during construction • Contamination • Employment, • Malicious attacks

	<ul style="list-style-type: none"> • Unexploded ordnance <p><u>Operational:</u></p> <ul style="list-style-type: none"> • Air quality emissions and release of dust particles • Exposure to poor air quality • Noise emissions – layout, use, mechanical plant, events • Generation of greenhouse gases through operation (heating and cooling) • Traffic (operational) • Biodiversity (bats, birds, aquatic, etc): loss of habitats, impact on light pollution, change in landscaping • Visual and light impact arising from finished development • Flood risk – changes to the flood defence, drainage, runoff rates, • Contamination • Employment, housing, community and open space facilities • Malicious attacks • Water production from residential and commercial uses
<p>(e) 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 otherwise have been significant adverse effects on the environment.</p>	<p>yes</p> <ul style="list-style-type: none"> • All relevant documents within the Local Validation Checklist were provided. • The reports identified any necessary mitigation

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 (listed below), however, the NPPG notes not all criteria will be relevant and each case should be considered on its own merits in a balanced way:

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

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

- Physical scale,
- Potential increase in traffic, emissions and noise.

Whilst any development will have an impact on the environment, which will be considered against the Development Plans and guidance, for the purpose of this Screening Opinion, consideration is given to the whether the development is likely to give rise to significant impacts in context of the EIA Regulations.

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

(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 site is an irregular shape, extending from Water Lane to Wharf Lane, King Street to the Thames (and includes part of the Thames). Buildings on site are modest in size, including 2 storeys fronting King Street and Water Lane, Café within Diamond Jubilee Gardens (DJGs), Electrical substation, and discussed buildings to the east of the DJGs. There are extensive areas of open space, including pavements, carriage ways, car park, hard and soft landscaping, public realm and the DJGs.

The proposal is for the demolition of existing buildings and structures and redevelopment of the site comprising 45 residential units, ground floor commercial/retail/cafe uses, public house, boathouse locker storage, floating pontoon and floating ecosystems with associated landscaping, reprovision of Diamond Jubilee Gardens, alterations to highway layout and parking provision and other relevant works.

The scheme proposes two buildings, the Water Lane building, which fronts King Street and Water Lane, is L shaped and four storeys. The Wharf Lane building has an oblong form, and five storeys adjacent to Wharf Lane and reducing to four storeys adjacent to the newly formed public open space. Newly formed public open space and public realm is proposed, with the reprovision of Diamond Jubilee Gardens, river promenade and event space. A boat store is incorporated below the Wharf Lane building, accessed via The Embankment. Floating aquatic ecology baskets and pontoon is proposed within the river.

Whilst the development results in physical changes to the site, the siting, scale and design of the scheme is sensitive to context, has followed a design led approach that responds to local character. The Water Lane building height broadly responds to buildings on King Street, and whilst the Wharf Lane building extends to 5 storeys, this does not appear excessive in context.

Broadly reflecting where the current open areas are positioned, the scheme provides public open space and improved public realm, that links with the river frontage and adjacent green space.

In summary, the development characteristics, particularly size and design, is not deemed to have significant adverse effect.

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

Whilst there may be potential for cumulative effects during construction, especially given the current redevelopment of Richmond College, it is deemed this can be controlled

through appropriate conditions, such as Construction Management Plan (of which a framework has been provided). Given the limited size and nature of the Development; its location and site allocation designation; the cumulative impacts of the Development are not deemed to give rise to significant environmental effects.

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

Land and natural resources:

Whilst land and natural resources will inevitably be utilised, the impacts will not be significant. The Site represents a partially previously developed site located within an urban area, is on the Brownfield Register and also has a site allocation for redevelopment (TW7 TAAP). In addition, an energy strategy is proposed, where it has been demonstrated that the minimum on-site CO2 reduction of 35% can be achieved, via lean, green and green measures, with the scheme proposing a 54% CO2 reduction, with zero carbon being achieved via offset payments.

Geology and Hydrogeology

A basement impact assessment has been completed, which includes a Ground Movement Assessment, Hydrogeological Assessment and site specific ground investigations. This identified the site is located directly above an aquifer and the site is predominately made up of made ground, Kempton Park Gravels and London Clay formation. However, the basement is proposed above the water table and likely to be within the medium dense gravelly sand of Kempton Park Gravel, thereby avoiding water inflow and water table drawdown, and groundwater will be able to flow around and under the basement. Deposits underlying the development are largely natural and stable, thereby very low risk of land and slope instability. Near surface deposits are not expected to heave or settle and the new flood defence wall will not result in a loss of flood storage.

In addition, A Geosphere Environmental Report has been submitted and it is deemed conditions associated to site investigation strategies, risk assessments, remediation works (where necessary) and verification reports, can mitigate any potential significant effect.

Surface Water and Flooding

The site is located within Flood Zone 2 (light blue) and Flood Zone 3a (light pink) and Flood Zone 3b (dark pink). There is a flood defence running through the site (dark blue line). The site is at risk of surface water flooding, with the higher risk at the northern ends of Water and Wharf Lane. The whole site is also susceptible to ground water flooding (less than 25%) and is within a Throughflow Catchment Area.

Flood Zone 2	Flood Zone 3a and 3b	Surface Water Flooding
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The scheme has followed the flood risk decision-making process as set out in PPG – assess, avoid, control, mitigate and manage residual risk. The application has been accompanied with a Flood Risk Assessment, Surface Water Drainage Strategy and Flood Emergency Evacuation Plan.

Whilst recognising there is a risk of flooding, the scheme is deemed to be safe for its lifetime; it does not increase flood risk elsewhere; the new flood defence would deliver improved flood defence; and reduce the runoff rates by more than 50%. Further it is deemed residual risk can be managed through conditions, such as regular reviews of the Flood Emergency Evacuation Plan; appropriate maintenance and management of drainage systems. The Environment Agency welcomes the scheme, which it deems will help deliver an improved flood defence in line with local, regional, national planning policies and the requirements of the Thames Estuary 2100 Plan. As such, the scheme is not deemed to give rise to significant effects.

During construction, the effects are unlikely to be significant if appropriate best practice demolition and construction techniques are adopted in accordance with a DCEMP. Conditions are recommended to manage such risk to an acceptable level.

Biodiversity:

There is one internationally and nationally designated site within 2 km of the Site, Richmond Park, which is a Special Area of Conservation (SAC), National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI). There are two Local Nature Reserves (LNR): Ham Lands and Ham Common. There are ten Sites of Importance for Nature Conservation (SINCs) within 1 km of the Site boundary, which are classified into three tiers of sites: Sites of Metropolitan Importance, Sites of Borough Importance and Sites of Local Importance, including the River Thames and Ham Lands. An Ecological Impact Assessment has been submitted, which incorporates the results of the Ecological Appraisal undertaken in June 2020, a bat survey (September 2020), and an ecological desk study and extended Phase 1 habitat survey (undertaken July 2020). This considers the ecological value of the site. Areas of potential impact include:

- Hedgerow - Meets the description of Hedgerows HPI, it is an extremely poor example of this habitat
- Running water – Site of Metropolitan Importance
- Buildings – moderate suitability to support roosting bats
- Suitable nesting habitats for birds
- River - Spawning events / other species listed in habitat Directive present in this reach
- Invertebrates - Site does contain insect hotels, which may offer breeding and overwintering opportunities

The relevant authority also recognises the existing trees are the single most important contribution to wildlife on the existing site, providing connecting corridors, shelter, nesting and food resources.

The development has potential to have an impact on the biodiversity value of the site, including from construction, the pontoon, floating ecosystem, loss of habitats (including broadleaved plantation woodland / hedgerows / trees). However, it is deemed significant effects can be avoided with conditions. The scheme is also not anticipated to result in direct or indirect impacts on statutory designated sites.

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

Construction: The Development would by its very nature generate waste, associated with the demolition of existing buildings and structures, excavations and construction. This is not deemed to be significant, and effects can be controlled / mitigated by a condition securing a waste management plan, which follows the waste management hierarchy (reduce, reuse and recycling).

Operation: The scheme proposes refuse and recycling storage for both the residential and commercial aspects of the development, in line with requirements, and is not deemed to give rise to significant effects.

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

Noise pollution:

Construction: Noise and vibration generated during the demolition and construction phases could have some negative effects within the surrounding area / receptors. However, it is deemed typical industry standard noise mitigation measures set out in a Noise and Vibration Construction Management Plan and specific conditions associated to piling, in particular the pontoon and floating ecosystem (to protect both biodiversity and utility infrastructure), the potential effects will be minimised to an acceptable level.

Operational: There is potential for a change in noise both for existing and future receptors. The submission includes a Noise Assessment. It has been concluded that with safeguarding conditions relating to Noise Management plan, Noise protection scheme, mechanical services noise control, hours of use of commercial premises and event management plan, there will not have an adverse impact on health or quality of life. The above is supported by Environmental Health who deem noise and vibration during both construction and operation can be controlled by way of acoustic assessment and condition.

Light pollution:

Both construction and the operational development have the potential to cause light pollution. During works, it is recommended an Ecological CMP is secured via condition that addresses the impact of light pollution and how this will be minimised. The submission provides external illumination plan for the completed development, which consider the impact of light pollution on both the River and Land. The impact on the river is deemed acceptable, and to ensure no significant adverse impact on land, a condition can mitigate any potential harm.

Land / soil contamination:

There is a potential for pollutants to be released into the ground or into surface water during demolition, construction, and use. However, it is deemed this could be suitably addressed through integral parts of the design and conditions, including:

- Environmental Construction Management Plan
- Foul and surface water drainage
- Contaminated Land Preliminary risk assessment with site investigation, remediation and verification.
- Storage of materials

Climate Change and Greenhouse Gas Emissions

Construction: During demolition and construction, different types of materials will be required, and the generation of greenhouse gases associated with the production of such materials is acknowledged, in addition to traffic movements that may generate greenhouse gas emissions. It is deemed these will not give rise to significant impacts, and conditions can be applied to avoid significant effects, including, the CMP including air quality measures, such as no bonfires, no idling, scheme complying with the latest Non Road Mobile Machinery standards; and a waste management plan.

The end scheme proposes a significant reduction of car parking onsite, compared to the current system, which is essentially car free for the proposed uses, incorporates travel plans and cycle storage provision. The development meets Air Quality Neutral, and the Energy Strategy confirms 54% reduction in CO2 emissions and zero carbon achieved through offset payment. All of which ensure the development will not have a significant impact on climate change and greenhouse gas emissions.

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;

- Flooding: The site is located within Flood Zones 2 and 3a/3b, with a flood defence running through the site. The scheme proposes the removal of the defence as it currently stands and relocation of the defence line. To ensure this does not place unacceptable risk of major accidents / disasters, conditions can be secured requiring further details, phasing plan, and for the new defence to be in place prior to the first occupation of the development. Further a Flood Evacuation Plan has been provided, and which will be conditioned.
- A condition is recommended for the development to achieve Secure by Design;
- A UXO preliminary report has been submitted. In response to the findings of the preliminary report it recommends further action is taken in the form of a detailed UXO Risk Assessment / UXO Risk Mitigation Measures are proposed. In line with the recommendations such a condition can be secured.
- There is the risk of marine / aquatic pollution from construction runoff. With a condition securing an Environmental Construction Management Plan and surface water drainage, the impact of accidental pollution events is considered low and can be mitigated.

The Port of London Authority was consulted as part of the application. Given the location of the Development, and the potential for high numbers of people expected to visit the riverside area, the following mitigation measures are recommended, which has been agreed by the applicant and can be secured via condition.

- Provision of appropriate Riparian Life Saving Equipment (such as life buoys, escape ladders and grab chains) along the riverside,

- Introduction of suicide prevention measures, for example, CCTV and appropriate signage.

Based on the above, it is deemed any risk to major accordance or disasters can be mitigated.

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).

- Construction: As with any development there is the risk that accidents could occur. However, it is deemed that this can be controlled / mitigated through:
 - health and safety legislation
 - good site management procedures
 - conditions - construction management plan; foul and surface water drainage; site investigations, remediation and verification for contamination; piling.
- Operation: A health impact assessment has been submitted, and consultation with the CCG and Environmental Health has taken place. The scheme significantly reduces car parking on site and achieves air quality neutral, which will reduce risks to human health. Further, with conditions securing drainage; remediation from contamination; noise management; air quality neutral; and a contribution towards local primary health care service, the scheme is not deemed to give rise to significant adverse impacts.

The potential risk to human health, considering the detail of the scheme and mitigation measures, is not deemed to be significant.

Summary – On the basis of the information provided within the submission, by reason of the layout, scale and nature of the Development, the temporary duration, reversibility and intensity of such impacts through construction, in addition to the environmental context of the site and potential mitigation measures that can be secured via condition, significant environmental effects are not considered likely.

(2) Location of Development

The site is within a relatively densely populated area in Twickenham Town Centre, has a public transport accessibility level of 5-6a, and is considered to be highly visible from the nearby residential developments on Eel Pie Island, surrounding developments, the river and riverside users. Whilst the Site does not lie within or adjacent to a 'sensitive area' as defined in the EIA Regulations, the Development is within an environmentally sensitive location, including, an Archaeological Priority Area, Thames Policy Area, Metropolitan Open Land (MOL), Flood Zones and partially within the River Thames (MOL and an Other Site of Nature Importance) and within the Twickenham Riverside Conservation Area, and adjacent to and within the setting of designated and non-designated heritage assets. The site includes public carriage way, a cycle route and The Embankment is part of the Thames Path National Trail. Residents, businesses and community uses surround the site. It has been concluded through the assessment of the application, and with safeguarding conditions, significant effects will not be caused on this environmentally sensitive location.

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 within a town centre boundary and incorporates leisure, commercial and open space land uses. Surrounding the Site are similar uses, including residential. Whilst the Development would be on a greater scale than its existing use, given the proposed uses are similar to those already found either on site or in the surrounds, no significant effects on existing and proposed land uses are identified:

Transport, social-economic and community: The Site is highly accessible, within PTAL 5 and 6a, within close walking distance to Twickenham Railway station and bus stops. The Embankment forms part of a cycle route and Thames Path National Trail. The site incorporates public highway, including Water Lane, The Embankment, Wharf Lane and service road. There is currently on-street parking, either loading, pay and display, resident and building permits etc.

Residential, sport and leisure clubs / activities and businesses surround the site, including on Eel Pie Island. The service road to the rear of King Street provides access to the commercial and residential units along King Street.

The application has been accompanied with a Transport Assessment, Framework Construction Environment and Logistics Management Plan; and Framework Travel Plan.

Whilst it is acknowledging the development will cause inconvenience and an element of disturbance during the construction, a series of conditions can ensure significant effects will not result. The development alters the road layout network, removing the one-way system that currently operates from Water to Wharf Lane; introduces two way traffic along both Wharf and Water Lane, and restricts access along The Embankment. The scheme also results in a significant loss of on street parking in the site, and the proposed development is essentially car free, only providing on-street loading and blue badge bays for both existing and proposed uses. Shortcomings have been identified, namely, the swept paths and manoeuvrability for certain vehicles around the site, and the loss of and displacement of parking requiring a CPZ review. However, in response to low traffic volumes and speeds, and with conditions, it is deemed sufficient mitigation would be secured to ensure the residual impact on the highway network is not severe or causing significant effect. It is further recognised the development delivers on a clear aspiration of the TAAP, to reduce parking along the Embankment to allow for environment, pedestrian, and cycle improvements, which is welcomed.

The scheme incorporates loading bays for existing businesses, access between 7am-10am along The Embankment to meet the needs to HGVs servicing existing businesses, and mitigating conditions, such as management arrangements to allow access outside these hours, have been secured to ensure the development does not have a significant effect on existing land uses.

Navigation:

The sites extends into the River Thames, where a pontoon, floating eco-system, as well as repairs to the existing slipway are proposed. The Port of London have been consulted, and have welcomed the enhancement to the waterside, repairs to slipway, and provision of river activity space. However, recommend a series of conditions, including a navigational risk assessment. With such, the scheme is not deemed to have significant effect.

Future land uses:

The Site comprises part of the 'proposal site TW7' within the adopted TAAP. The TAAP sets out the aims, objectives and uses for this allocated site, which include leisure, community, residential, café; and uses that provide active frontages and enjoyment to river setting and civic spaces. It is concluded the proposed uses respond to the TAAP land use aspirations for the Site.

Employment:

The site currently generates employment, primarily through the commercial premises facing King Street (those remaining open) and café in Diamond Jubilee Gardens. Whilst these buildings will be demolished, the development proposes approx. 1387m² of commercial uses, which will all provide long term operational employment opportunities. This is in addition to the short-term opportunities through construction. As such, the scheme is not deemed to give rise to significant effects.

Demographics:

By reason of the limited number of residential units proposed, the context and character of the surrounds, the Development is not deemed to significantly alter the demographics in the area.

Wind climate:

Wind and the impact of the construction and development on such, has not been addressed within the submission. However, given the sites location, surrounding pattern of development, existing buildings on site, limited scale of the development, and set back from the River Thames, this is not deemed to result significant effects.

Daylight, sunlight, overshadowing and solar glare

The development does alter light conditions to receptors adjacent to the site, and the submissions and assessment has identified harm to the residential properties in Water Lane. However, in response to the levels of reduction, site context and centre location, this is not deemed to have a significant effect.

The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard to

- b) 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 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

Part of the site falls within the Tidal Thames, within the Thames River Basin District, where the scheme proposes the pontoon and the floating eco-system. As such, the development has the potential to impact upon the River, bank and associated aquatic receptors. However, the floating eco-system will have mesh bird fencing, to prevent plant biomass and planting media from spilling into the river; only native plants will be used; no fertilisers or herbicides will be required; the structure will be made from non-toxic materials, and safeguarding conditions can ensure impact is minimised during construction and once completed, for examples:

- works outside spawning periods for fish;
- Storage of chemical / liquids / spill kits;
- Low noise technologies / breaks in noisy works
- River works licensing

- Management and maintenance scheme to prevent litter
- Surface water drainage
- Contamination – investigation and remediation

It is noted Port of London support floating ecosystem, which is deemed consistent with Estuary edges initiative guidance. As such, the scheme is not deemed to cause significant effect.

Wetlands / river mouths / coastal zones – no significant impact by reason of distance and scale and nature of the development.

- Mountain and forest areas – N/A.
- European sites and other areas classified or protected under national legislation, and nature reserves and parks
There is one internationally and nationally designated site within 2 km of the Site; Richmond Park, which is a Special Area of Conservation (SAC), National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI). There are two Local Nature Reserves (LNR): Ham Lands and Ham Common. There are ten Sites of Importance for Nature Conservation (SINCs) within 1 km of the Site boundary, which are classified into three tiers of sites: Sites of Metropolitan Importance, Sites of Borough Importance and Sites of Local Importance. Given the separating distances; the temporary nature of the construction, and applying mitigation measures secured via condition, significant effects upon such areas is not envisaged.
- 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 whole Borough is within an Air Quality Management Area due to exceedances of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) annual mean objectives and the PM₁₀ 24-hour mean objective. The northern elevation of the Water Lane building is part of Twickenham Air Quality Focus Area, where existing levels of pollutants are above EU limit values of 40 µg/m³ for nitrogen dioxide. During construction, and with mitigation measures secured via condition (CMS, DMP, and compliance with the recommendations within the Air Quality Assessment), the application is deemed to have a negligible impact.

Operation: By reason of the reduction of car parking along The Embankment; the 'car free' nature of the application; the submission confirming the development will be Air Quality Neutral; and measures to minimise exposure to future residents and to improve air quality (secured via condition), significant effects will not be caused.

Densely populated areas:

The Site is surrounded by residential, leisure and commercial populations, and the Development has the potential to cause impacts on such receptors, particularly in terms of:

- Noise, vibration, emissions, dust during construction
- Noise and light pollution from proposed use
- Visual impacts through construction and the Development
- Pressure on local green space and parks through additional residential uses
- Changes in lighting conditions
- Flood risk and contamination
- Changes to parking and road traffic conditions

The above matters have been discussed elsewhere in this report. Given the scale, siting, nature and temporary duration of the Works, 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, the development is not deemed to give rise to significant effects.

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

Heritage Assets:

Archaeology: GLAAS has confirmed the sites high archaeological potential. Whilst the development could cause harm to archaeological remains, given the nature of the archaeology recorded within the limited pre-determination trial trench evaluation in combination with the fact that the central area of the site has been impacted by a former swimming pool construction, it is deemed the significance of the asset and scale of the harm to it is such that the effect can be managed using planning conditions (for site investigation, foundation design and public engagement)

Conservation Areas, Listed buildings and Buildings of Townscape Merit:



The site is within Twickenham Riverside Conservation Area (Area 8) and sited opposite Queen's Road Conservation Area. A key significance of Twickenham Riverside Conservation Area is its historic and architectural value of the original village core and river frontage. The conservation area, in so far as it relates to the site, can be divided into three main elements – the Commercial Centre, Twickenham Riverside and Eel Pie Island. The townscape of the Commercial Centre is characterised by two-three storey buildings, and the poor quality of some of the C20th design has lent greater value in townscape terms to the earlier intact parades, such as Church Street, which also provides a satisfying transition from the bustle of King Street to the calm of the east end of Church Street and the river. The Riverside is general high quality with much of the historic fabric intact, with C18th buildings and narrow lanes. However, the extensive car parking along The Embankment derives its potential. Eel Pie Island has its own distinct character, with an eclectic mix of river related industry, residential, and natural features, many designated BTMs.

There are no Listed Buildings or BTMs on the site, however, as identified in the plan above, there are a significant number in the surrounds, and a Historic Parks and Gardens to the east of the site.

During construction, with good practice and site management (i.e. appropriate hoarding) will avoid significant effect. As identified during the assessment of the application, the scheme is deemed to positively contribute to the character of Twickenham Riverside Conservation Area when viewed from the river, as well as various surrounding roads, achieved through the architectural and landscape enhancements and visual and architectural engagement between the river and the town centre. Further, it has been concluded the scheme preserves the significance of adjacent and nearby conservation areas and designated and non-designated heritage assets. Historic England were consulted and did not wish to make comment.

Townscapes and landscapes:

The Site is within the Thames Policy Area, Thames Landscape Strategy, MOL, adjacent to designated Public Open Space. The site also contains Diamond Jubilee Gardens, also used as public open space. Whilst there are no Tree Preservation Orders (TPOs) on-site, the Conservation Area Status offers them statutory protection. The submitted Arboricultural Survey identifies 68 individual trees and 4 groups of trees within or immediately adjacent to the site. The development will result in the loss of 66 trees.

In townscape terms, Officers conclude the proposed layout delivers benefits to the townscape, opening and activating the whole site and river frontage; visually and physically linking the river with the rest of the town centre; the design establishing a relationship with the adjoining public space and river; and responds to local character. The development is not deemed to visually or spatially harm the character and openness of the MOL and Thames Policy Area. With respect to landscape, the public open space throughout the site is to be altered, and DJGs is proposed to be removed and reprovided in an alternative configuration. No significant effects will result, with the adequate re-provision of public open space, and the upgrade of the existing DJGs. The loss of trees is significant and will impact upon the visual appearance of the site and surrounds. However, given the categories of trees required for removal, the mitigation planting onsite, conditions to secure wider planting within the Twickenham Riverside ward, and the opportunity to replace the planting along The Embankment, and with conditions securing the Black Poplar cuttings and propagation and Pin Oak investigations, the effect is not deemed significant.

The construction works will increase the physical presence of the construction and vehicles, within this high quality townscape and landscape. However, any visual effects are to be limited, localised and temporary. Trees can be protected by condition.

Summary – The Development would be an enlargement on an existing area of low intensity use and will inevitably comprise a physical change to the site and how it connects with the surrounds. However, given the scale, land use and nature of the 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. The Development, both during construction and operation, will impact upon several areas of acknowledged interest. Given the location of the development and its scale, this is not deemed to cause transboundary effects.

Construction: The Framework Construction Environment and Logistics Management Plan advises the development is to be built out in one single phase, over a 25-30 month period. Whilst it is inevitable the impacts through the works will be frequent, the impacts are not overly complex or uncommon for the Borough; temporary in nature and duration; a number being reversible (construction waste, air, noise, traffic, visual impact of associated construction equipment), with the mitigation measures put forward within the submission documents and matters that can be secured via condition, it is deemed the effects will not be significant. The Works will generate short term employment opportunities:

- **Population and human health:** The works will impact upon population and human health, However, by reason of the temporary nature of the works and such impacts being typical to construction sites, these are not unusual or complex. Possibility of accidents can be reduced through conditions securing CMP, Dust Management Plan, phasing of flood defence, FRA, contamination survey / remediation; and UXO threat assessments.
- **Biodiversity:** The site is not subject to any statutory nature conservation designations. Whilst the site is within a Site of Metropolitan Importance to Nature Conservation, within 1km of statutory and non-statutory designated sites, the Works are not deemed to be particularly complex, and significant effects can be avoided through mitigation measures secured by condition, including, Environmental Construction Management Plan, Piling method statements and programmes of implementation, timing for vegetation clearance, lighting, and compliance with the Ecological Impact Assessment. Again, such effects are reversible.
- **Land, soil, water, air and climate:** With mitigation measures, secured via condition, 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, public open space, designated and non-designated heritage assets, the quality of the Thames Policy Area and the visual appearance of the site and area in general. However, with conditions (tree protection, CMS amongst a few) this is not complex, uncommon, of any great magnitude, is temporary and reversible, and not significant.

Completed Development: The development could have an impact upon a number of areas of acknowledged interest, including visual impact, traffic generation, wildlife corridor/habitats, townscape, landscape, and some of these potential impacts would not be reversible. However, these would be limited to the immediate locality, can be mitigated against, and it is not deemed to be of such significance to warrant an EIA:

- Population and human health: The Development will have the potential to impact upon the population, by (for example) light conditions and pollution, flooding, navigation, travel, visual effect and access to health services. However, with the recommended mitigation, the nature, intensity complexity is not deemed of significance.
- Biodiversity: It is deemed effects will not be complex and can be avoided through the proposed layout, design, planting, mitigation measures (such as lighting strategies, surface water drainage plans, landscaping and ecological enhancement proposals).
- Land, soil, water, air and climate: Any impacts are not deemed complex or of magnitude and can be mitigated. The site is allocated for development in TAAP, is on the Brownfield Register, is partially on brownfield land. The Development achieves Air Quality Neutral, Zero Carbon, and is designed to mitigate against flood risk. The scheme is car lite, and measures can be incorporated to ensure sustainable travel.
- Material assets, cultural heritage and the landscape: The site is within and adjacent to Heritage Assets, both designated and non-designated, MOL and the Thames Policy Area. The development will cause physical changes to the site and surrounds. Given the local context, modest scale, sensitive design and through mitigation, this impact is not deemed complex, and not harmful.

Therefore, it is the LPA opinion that the Development does not trigger the need for an Environmental Statement, under the terms of the EIA Regulations, and the identified environmental effects associated with the Development can be adequately dealt with via compliance with reports and drawings that have accompanied the application and safeguarding conditions. 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”.

In 2020 the Screening Opinion identified mitigation measures, both recommended by applicant and LPA, to be secured by either condition or a Section 106 Legal Agreement.

Through the assessment of the application, the layout, design, scale has been progressed to minimise impact, and it is deemed conditions can be applied to avoid or prevent other potentially significant adverse effects on the environment, as summarised below,

Environmental Effect	Measures anticipated to mitigate likely significant environmental effects - conditions	Components of the scheme to avoid / prevent significant adverse effects
Natural Resources	<ul style="list-style-type: none"> • Construction Management Plan • Energy credentials 	<ul style="list-style-type: none"> • Use of sustainable materials, where feasible • Energy credentials – zero carbon / BREEAM excellent / water consumption

		<ul style="list-style-type: none"> • Use of partial brownfield site
Waste	<ul style="list-style-type: none"> • Waste Management Strategy • Commercial waste management • Residential – refuse and waste management and strategy 	<ul style="list-style-type: none"> • Refuse and recycling facilities
Pollution	<ul style="list-style-type: none"> • Construction Management Plan • Dust management Plan • Noise and vibration construction method statement • Environment agency conditions • Air Quality and energy credential • Noise conditions, noise management plan and event management plans • Contamination - risk assessment, remediation strategy and verification reports • Electric vehicle charging points • Measures to encourage sustainable travel – Travel Plan, cycle parking, • Soft planting 	<ul style="list-style-type: none"> • Framework Construction Management Plan • Noise assessments • Air Quality Neutral • Contamination – desk top study, • Lighting scheme • Landscaping integral to scheme
Population and human health	<ul style="list-style-type: none"> • Construction management plans • Compliance with FRA and drainage strategy • Diversions of Thames Towpath and reinstatement • Parking and access management • Risk of Unexploded Ordnance • Contamination – investigation, remediation and verification strategy • Local Employment agreement – construction and operation • Noise management • Air quality credentials • Design Out Crime / Secure by Design principles • Lighting strategy • Contributions towards health service • Playspace and openspace provision 	<ul style="list-style-type: none"> • Provision of flood defence • Incorporate of flood resilient design • Evacuation strategy • Suitable lighting design • Fire strategy • Sunlight / Daylight assessment • Provision of housing and employment opportunities • Inclusive design – access and wheelchair housing • Provision of appropriate Riparian Life Saving Equipment • Introduction of suicide prevention measures • Open space re-provision • Play space • Landscaping strategy • Parking / loading provision and suitable access for existing businesses / residents
Water resources	<ul style="list-style-type: none"> • Flood Risk Assessment • Conditions associated to defence, 	<ul style="list-style-type: none"> • Retention of Flood Defence • Flood storage capacity

	<p>drainage</p>	<ul style="list-style-type: none"> • Drainage strategy • Rain gardens
Biodiversity	<ul style="list-style-type: none"> • Timings for vegetation removal and certain works. • Contribution for offsite planting • Lighting • Ecological enhancements and mitigation • Ecological construction management plan • Noise • Piling • Hard and soft landscaping • Landscape and ecology maintenance and management plan • Bat surveys • Green roof and wall • Urban greening factor and net gain • Floating ecosystem, pontoon and slipway details 	<ul style="list-style-type: none"> • Ecological Impact Assessment • Net gain • Urban Greening Factor • Ecological enhancements • Drainage strategy • Arboricultural Impact Assessment / Method Statement • Bird and bat boxes / Insect hotels • Green roofs • Floating ecosystem • Landscape strategy
Landscape and townscape	<ul style="list-style-type: none"> • Soft and hard landscaping • Tree planting • Offsite planting • Tree protection • Landscape and Ecology Maintenance and Management Plan • Construction Management Plan • Green wall and roof 	<ul style="list-style-type: none"> • Design led proposal • Landscape Strategy • Arboricultural Impact Assessment and Method Statement • CAVAT assessment • Open Space and public realm • Floating ecosystem
Cultural / Heritage and Archeology	<ul style="list-style-type: none"> • Archaeology – written scheme of investigation, foundation design, public engagement • Heritage strategy for onsite features • Materials / details of design 	<ul style="list-style-type: none"> • Design led proposal • Archaeological evaluation
Transport	<ul style="list-style-type: none"> • Grampian conditions – TMO, S38 and S278 works • Construction Management Plan; • Feasibility study for use of river for construction. • Diversion routes • Delivery and Servicing Plan; • Travel Plan; • Cycle provision • Car parking provision • Car club membership • Removal of permit eligibility 	<ul style="list-style-type: none"> • Design process takes account of all transport-related constraints • Provision of blue badge holder bays, loading bays • Measures to allow two way traffic and controlled access along The Embankment

<p>Land stability and climate</p>	<ul style="list-style-type: none"> • Compliance with FRA, drainage strategy, • Piling • Energy credentials • CMP 	<ul style="list-style-type: none"> • Flood defence • Drainage strategy • Basement Impact Assessment • Energy hierarchy / Zero Carbon / BREEAM excellent / water consumption • Landscaping strategy
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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.

Conclusion

The impact, both individual and cumulatively, with future and surrounding receptors and on the surrounding environment, whether it is on transport networks, green networks and space, local character and openness, flood risk, biodiversity, pollution, noise and air quality have all been considered as part of the application. Given the proposed design, layout, scale and nature of the Development, the local context, and the mitigation and measures that can be secured via conditions, the Development is not likely to result in significant effects on the environment by virtue of factors such as its nature, size or location, nor does the Council consider the proposed development will result in any usually complex, significant or potentially hazardous environmental effects. 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.

The scheme does not trigger the relevant EIA thresholds for the type of development.

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 does not warrant the submission of an Environmental Impact Assessment / Environmental Statement, as set out in the meaning of the EIA Regulations 2017.

Decision: Negative Screening Opinion

Date of Opinion: 24 November 2022



Jenifer Jackson

Assistant Director for Environment & Community Services (Planning and Transport)