

Rolfe Judd

Planning

On behalf of Transport for London

Hammersmith Bridge Temporary Ferry Planning Statement

Land to the south of Queen Caroline Street, London Borough of
Hammersmith and Fulham

Land to the north of Riverview Gardens and east of Hammersmith
Bridge, London Borough Richmond upon Thames

RJP: P08106

13th June 2021

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1.0 Introduction

1.1 Summary

- 1.1.1 This Planning Statement has been prepared on behalf Transport for London (TfL), in support of two full planning applications for two temporary river piers providing a ferry service for pedestrians and cyclists enabling them to cross the River Thames between Hammersmith and Barnes. The applications seek planning permission for up to 3 years.
- 1.1.2 The proposed temporary piers will lie to the east of the Grade II* listed Hammersmith Bridge which is closed to all traffic.
- 1.1.3 The Applications propose a new temporary river ferry service connecting the Land to the south of Queen Caroline Street in the London Borough of Hammersmith and Fulham (LBHF) and the Land to the north east of Riverview Gardens and east of Hammersmith Bridge in the London Borough Richmond upon Thames (LBRuT) (“applications sites”) through the construction of two new piers. Alongside the proposed piers the applications scheme includes new temporary landscaping, public realm and pedestrian walkways.
- 1.1.4 The applications sites on both sides of the River Thames have been identified due to their high levels of accessibility and proximity to the existing bridge. The proposed piers and associated brow are temporary in nature and are designed to reduce any impact on the surrounding area during their construction, operation and dismantling.

1.2 New Temporary Ferry Service

- 1.2.1 Uber Boat by Thames Clippers (UBTC) have been identified as the operator of the Hammersmith Cross River Ferry. UBTC has over 21 years’ experience of operating river bus services including cross river services and TfL Licensed or Contracted services.
- 1.2.2 The service would operate on the straightest possible customer desire line across the river with the pier landings being as close to the bridge as possible, whilst complying with the navigational requirements of the Port of London Authority (PLA) and other river uses. The ferry will deliver a service which exceeds the anticipated demand with services every 5-7 minutes (peak) and 10-12 minutes (off peak), with a key focus on customer experience and service delivery. Service resilience and reliability will be ensured by having three vessels available, a dedicated engineering facility on site and a satellite facility nearby.
- 1.2.3 Overall the total journey time is estimated to be the following:
- Average wait time – 5 minutes
 - Disembark time of arriving vessel – 1 minute
 - Board time – 1 minute

- Crossing time (including transit and berthing) – 3 minutes
- Disembark – 1 minute

1.2.4 The proposed vessels can transport up to 62 passengers in an enclosed heated cabin fitted with comfortable airline-style seating. Step-free access is via boarding ramps through double doors on either side of the cabin allowing the same safe and efficient boarding experience for all customers and the proposed service will also accommodate cyclists who wish to cross. The service can also accommodate wheelchair users and smaller mobility scooters.

1.2.5 The proposed service will connect into the wider TfL Journey Planning network. Live information will be made available for customer journey planning with information made available if there are any disruptions within the service.

1.3 Planning Statement

The purpose of this statement is to examine the planning issues raised by the development proposals for the applications sites. In particular, this statement identifies and describes the key opportunities presented by the proposed provision of two new temporary river piers to provide a ferry service adjacent to Hammersmith Bridge.

1.3.1 The statement also provides a comprehensive analysis of the relevant planning policy framework at national, strategic and local levels. As such, our planning statement is structured as follows:

Section 1: Introduction;

Section 2: The Application Sites and Surrounding Area – sets the context for the current proposal and provides a detailed description of the applications sites and its previous uses;

Section 3: Context in relation to Hammersmith Bridge;

Section 4: The Proposal – describes the proposed development;

Section 5: Policy Context – summarises the planning policy relevant to this proposal at national, strategic and local levels;

Section 6: Planning Considerations – reviews the proposal in terms of the relevant policy context and other material considerations;

Section 7: Post Consent Matters; and

Section 8: Conclusion

1.4 Supporting Application Documents

1.4.1 This planning statement should be read in conjunction with the following additional documents, which accompany the applications:

- Cover letter prepared by Rolfe Judd Planning
- Planning Application forms prepared by Rolfe Judd Planning

- CIL Form prepared by Rolfe Judd Planning
- Certificates and Notices prepared by Rolfe Judd Planning
- Circular Economy Assessment prepared by Rolfe Judd Planning
- Planning Statement (Including Open Space Statement and Energy Matters) prepared by Rolfe Judd Planning
- Aquatic Ecology Assessments prepared by HR Wallingford
- Water Framework Directive Assessment prepared by HR Wallingford
- Navigational Risk Assessment prepared by NASH
- Detailed Drawing Package prepared by Beckett Rankine
- Design & Access Statement prepared by Beckett Rankine
- Landscape and External Design report prepared by Beckett Rankine
- Flood Risk Assessment prepared by Beckett Rankine
- Lighting Report prepared by Beckett Rankine
- Fire Safety Strategy prepared by Beckett Rankine
- Preliminary Ecological Appraisal (including associated surveys) prepared by Thompson Ecology
- Statement of Community Involvement prepared by Transport for London
- Construction Environmental Management Plan prepared by Thames Clipper
- Constriction Logistics Plan prepared by Thames Clipper
- Transport Assessment prepared by Velocity
- Travel Plan Statement prepared by Velocity
- Delivery and Servicing Plan prepared by Velocity
- Archaeological Statement prepared by Mills Whipp
- Heritage Statement prepared by Alan Baxters
- UXO Survey prepared by Safelane

- Contamination Report prepared by Pell Frischman
- Ground Investigation Report prepared by Pell Frischman
- Air Quality Report prepared by the Air Quality Consultancy
- Acoustic Assessment by the Noise Consultancy

2.0 The Application Site and Surrounding Area

2.1 Site Description & Location

- 2.1.1 The ferry service and associated temporary piers are located in the London Borough of Hammersmith (LBHF) and Fulham and London Borough of Richmond (LBRuT). The Temporary Piers will be located on either side of the river, immediately downstream of Hammersmith Bridge. Hammersmith Temporary Pier on the north bank will land at the southern end of Queen Caroline street, while Barnes Temporary Pier will land of the Thames towpath on the south bank.
- 2.1.2 The site is approximately 0.87 (ha) in size (LBHF 0.52 ha & LBRuT 0.35 ha) and the proposed piers within the River Thames link Queen Caroline Street in the north and Castelnau in the south.
- 2.1.3 On the north side of the River Thames the site is located within The Mall and Fulham Reach Conservation Areas with several heritage assets located nearby including the Grade II* Listed Hammersmith Bridge. The London Borough of Hammersmith & Fulham's policy map also shows that the site is located within a nature conservation area (M31).
- 2.1.4 On the south side of the River Thames the site is located within Conservation Area 2: Castelnau. The character appraisal for the conservation area identifies the possible opportunities for development in the area which involve improving and protecting the landscape and river setting; the preservation, enhancement and reinstatement of architectural quality and unity; the coordination of colour and design and the improvement in the quality of street furniture and pavements; the improvement of the condition and pedestrian convenience of pavements, and rationalisation of existing signage and street furniture.
- 2.1.5 Barnes Temporary Pier includes land located within the Thames Path towpath connecting onto Castelnau and Metropolitan Open Land (MOL).
- 2.1.6 Both of the proposed ferry piers sit within the context of the Grade II* listed Hammersmith Bridge.
- 2.1.7 Several other heritage assets lie within the vicinity of the site. The majority of the north site falls within the Mall Conservation Area, with its north eastern tip falling within the Fulham Reach Conservation Area. There are no other listed buildings within the immediate vicinity of the north site, but there are several buildings of local merit, including Hammersmith Draw Dock, Queen's Wharf which lies to the immediate north east of the site and 107 and 109 City Arms Public House to the north west.
- 2.1.8 The south site falls within the Castelnau Conservation Area and to the north west of several buildings of local merit, including 1-6, 7-12, 13-18 and 19-24 Riverview Gardens and The Lodge, Riverview Gardens.
- 2.1.9 The location is shown below, Hammersmith Temporary Pier and Barnes Temporary Pier are located at TQ2308978003 and TQ2299377985 respectively. Figure 1 shows the blue hatched area is an exclusion zone which has been established to prevent vessels from navigating near the bridge.

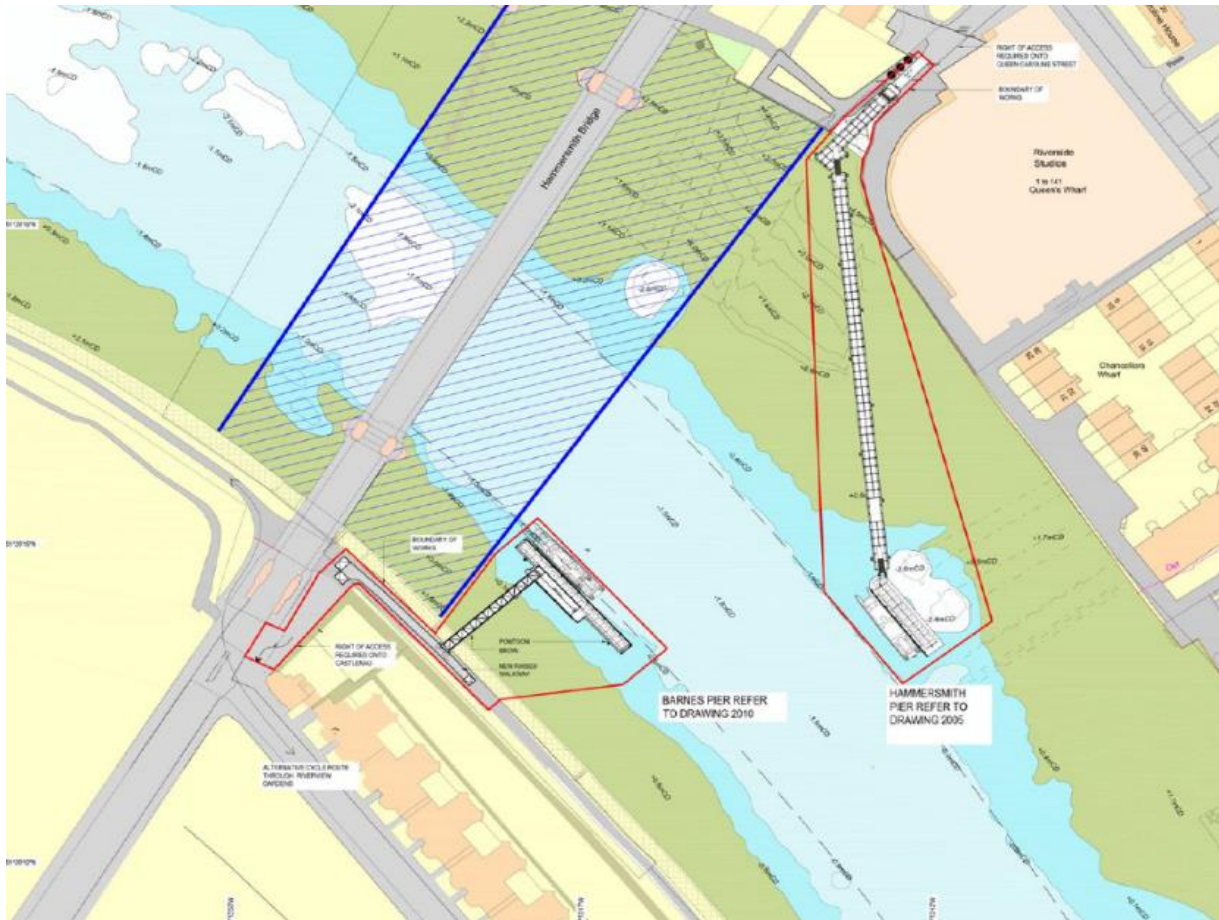


Figure 1- Site Location Plan

2.2 Surrounding Area

- 2.2.1 The character of the surrounding area is mixed. The north site comprises predominantly four and five storey housing blocks with some amenity grassland, which form part of the Queen Caroline Estate. Buildings that front the river have predominantly commercial uses at ground floor, comprising a mixture of restaurants and bars, with residential at upper floor level. Queens Wharf, and the Riverside Studios which lies to the east of the site overlooking the river, rises to seven storeys and comprises a performing arts centre, gallery, bars and restaurants with residential on the upper floors.
- 2.2.2 The south site is located both within and adjacent to the tree lined Thames Path towpath and MOL which includes the playing fields of St Paul's School, an independent boys school, to the west of the site. The school building itself lies further beyond to the west. To the east of the site, the buildings along Riverview Gardens are predominantly three and four storey red brick residential mansions. Residential uses continue south along Castelnau, with commercial uses being introduced at ground floor near the junction with Lonsdale Road.
- 2.2.3 The River Thames and its tributaries are designated as a site of Metropolitan Importance for Nature Conservation.

2.3 Relevant Planning History

- 2.3.1 The applications sites falls within the London Boroughs of Hammersmith and Fulham and Richmond upon Thames. There is no previous planning history associated with the provision of piers.
- 2.3.2 The planning history relating to the neighbouring Hammersmith Bridge is relevant to these applications, as it is due to the possibility of this bridge being closed to all traffic that the Temporary Ferry crossing is proposed. Several listed building consent applications concerning the Hammersmith Bridge have been submitted concurrently to LBHF and LBR Councils to consider. These applications focus on preparations for intrusive site investigations to the bridge with a view to subsequently repairing the bridge. Further applications will be submitted as the planning of the works to repair the historic bridge progresses.

Reference (LBHF)	Description	Decision and determination
2019/02727/LBC	Partial dismantling, salvage, storage and re-assembly of the two deviation chambers on the northern side of the bridge in connection with investigatory works to the pedestals involving paint removal. Conditions also approved under the above consent.	Approved 22-Nov-2019
2019/03695/LBC	Submission of details of photographic survey of the NE pedestal only, pursuant to a partial discharge of condition 3; temporary structures pursuant to condition 4; method statement to ensure the identification of each panel pursuant to condition 5; method statements of the proposed method of salvage, transport, protection and secure storage of the cladding panels including the storage location pursuant to condition 6; method statement of the proposed dismantling of the hidden connections within the deviation chambers pursuant to condition 7; method statement for the removal of paint pursuant to condition 9; recordings of the dimensions of the washer and pack plates of the NE pedestal only, pursuant to a partial discharge of condition 10 of planning application ref: 2019/02727/LBC granted 22nd November 2019.	Approved 15-Jan-2020
2019/02895/OBS	Partial dismantling; removal; storage and re-assembly of the four deviation chambers, two at each end of the Bridge. Hammersmith Bridge London	Pending Consideration
2019/03830/OBS	Details pursuant to conditions U0073162 - photographic survey, U0073163 - scaffold, U0073164 - identification panels, U0073165 - transport/storage, U0073166 - hidden bolts method statement, U0073168 - recording dimensions, U0073169 -	Pending Consideration

	stability survey, U0073170 - report of findings of listed building consent 19/2813/LBC (which was submitted to LB Richmond). Hammersmith Bridge London	
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2.4 EIA Screening

- 2.4.1 The proposed development does not fall within the definitions and scope of Schedule 2 of the Environmental Impact Assessment Regulations (EIA) and thus does not trigger the requirement for the assessment to be submitted.
- 2.4.2 Nevertheless, for the sake of transparency a request for a Screening Opinion was submitted to the Marine Management Organisation (MMO) on April 29th 2021 and London Borough Richmond upon Thames and London Borough Hammersmith and Fulham on June 13th 2021. This request sought to screen out the need for a full Environmental Impact Assessment on the basis that no significant environmental impacts would result from the proposal. The proposed request for a screening opinion will be determined in advance of a decision being made on their applications.
- 2.4.3 At the time of this planning statement the Councils have not provided a response on the document and are considering its content as part of the determination period. The MMO have responded to the request and issued their determination that the proposals do not constitute development under the definitions of the EIA regulations and no report is required.

2.5 Community Consultation

- 2.5.1 Paragraph 128 of the National Planning Policy Framework (NPPF, February 2019) states that:

“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot”.

- 2.5.2 A Statement of Community Involvement has been prepared by TfL and submitted as a supporting document within these applications. It provides a summary of the consultation to date both prior to submission and post submission and on-going engagement in the future.
- 2.5.3 In summary, extensive discussions have been held with London Borough of Hammersmith and Fulham, London Borough of Richmond upon Thames and the Greater London Authority (GLA). This has helped achieve the

optimum design for the piers and its landings that complies with policy and meets the key requirements of stakeholders.

2.5.4 This report explains where design changes have been made to address comments from stakeholders. The following bodies have also been consulted on the proposals, including:

- Landowners and occupiers;
- Environment Agency;
- Historic England Marine Management Organisation;
- Port of London Authority;
- Thames Tideway; and
- Metropolitan Police and Counter Terrorism Unit.

2.5.5 The proposed engagement activity comprised the following key activities.

- Area wide distribution of letters and a leaflet outlining information about the Temporary Ferry
- Press releases
- A dedicated webpage providing further detail on the Temporary Ferry
- A dedicated email address for people wishing to ask questions or feedback about the ferry proposals
- Emails, meetings and subsequent discussions with representatives from the Queen Caroline Tenant and Residents' Association, Hammersmith
- Emails, meetings and subsequent discussion with representatives from Hammersmith Bridge SOS and the Barnes community including residents from Riverview Gardens
- Fifteen online meetings, two for invited ward councillors from Hammersmith & Fulham and Richmond Councils, and thirteen for residents
- Two site visits in May to Queen Caroline Street in Hammersmith and with resident representatives in Riverview Gardens, Barnes

2.5.6 As an outcome of the above engagement the Headline figures from the consultation and responses include:

- 15,000 people received a project update leaflet in November 2020
- 14,500 people written to regarding the appointment of an operator for the Temporary Ferry in March 2021

- Over 40 key stakeholders including resident groups and local Councillors were also contacted directly regarding the appointment of a Temporary Ferry operator in March 2021
- Over 30 people participated in the online meetings, including ward councillors, and representatives from local community and business groups
- 522 unique users to the project pages on the TfL website since 30th March

2.6 Stakeholder Consultation

- 2.6.1 Substantial consultation has also been undertaken with the relevant stakeholders and determining authorities for the proposed applications. This includes a series of pre-application meetings with the London Borough of Hammersmith and Fulham and London Borough of Richmond Planning and Highway departments. Meetings were also held with Historic England and the Metropolitan Police in relation to the proposals.
- 2.6.2 Further consultation has also been undertaken with the Maritime Management Organisation (MMO), Port of London authority (PLA) and Environment Agency (EA) in relation to the technical details associated within the proposed planning applications.
- 2.6.3 Overall the meetings held were very positive and the design has been amended to reflect the comments received by a number of parties.

3.0 Hammersmith Bridge Overview

3.1 Introduction

3.1.1 Hammersmith Bridge was closed to road traffic indefinitely in April 2019, as it was found to have critical faults which required an immediate reduction in its live loading to prevent a catastrophic collapse.

3.1.2 Hammersmith Bridge provides a major link between Richmond and Hammersmith and beyond. For people living south of the River Thames it provides access to London Underground services at Hammersmith station. Until its closure, five bus routes provided regular services across the bridge. Alternative crossing points are a significant distance away with Chiswick and Putney Bridges. Chiswick Bridge is approximately 4km to the West and Putney Bridge is approximately 2.8km to the East of the site.

3.1.3 Until 2020, Hammersmith Bridge remained open for pedestrians and cyclists and the numbers had significantly increased with the termination of bus routes at either end of the bridge. The hot weather in August 2020 caused a deterioration to key parts of the suspension structure and an increased risk to public safety and the bridge had to be closed to pedestrians and river traffic passing underneath.

3.1.4 The objectives for this project are:

- to enable pedestrians and cyclists to cross the River Thames safely during the restoration of the Hammersmith Bridge;
- to maintain connectivity across the River Thames in the vicinity of Hammersmith Bridge to allow uninterrupted crossing for pedestrians and cyclists until the restoration of the Hammersmith Bridge is complete; and
- to facilitate the efficient delivery of the restoration of Hammersmith Bridge.

3.1.5 It should be noted that TfL was previously in the process of preparing planning applications for a temporary pedestrian and cyclist bridge at this location in 2020. In late 2020, however, the Department for Transport's Hammersmith Bridge Taskforce determined that a Temporary Ferry service would be the best means of restoring a river crossing for pedestrians and cyclists at this location in the short term. TfL's plans for a temporary bridge were therefore put on hold. The plans had reached an advanced stage and so a significant amount of that work associated with the temporary bridge has been used to inform these applications.

4.0 The Proposal

4.1 The Location of the Piers

- 4.1.1 Several landing sites were considered for the Temporary Ferry piers. Further detail regarding alternative sites considered can be found with the enclosed Design and Access Statement however below is summary of the benefits of the sites selected.
- 4.1.2 During the ferry operation supply vessels arriving from downstream will need to regularly access the piers. If the ferry was located upstream of the bridge all this traffic could be severely constrained which, in turn, would adversely affect the reliability of the ferry service. For this reason, sites upstream of the bridge were not considered further.
- 4.1.3 Using the Queen Caroline slipway as a landing point enables an access over the flood defence boards to a floating walkway that involves no large bankseat structure and no increased loading on the flood defences; consequently, few issues with detailed consent with the EA are envisaged. The slipway is not directly overlooked by residents and access is good via the road and footpath.
- 4.1.4 As the slipway is in public ownership obtaining consent from the local authority for its use was a much simpler, cheaper and quicker process than negotiating a private land access. The slipway was consequently chosen as the landing point for Hammersmith Pier.
- 4.1.5 Locating Barnes Pier's landing is simpler with the main requirement being to keep clear of the Thames Tideway Tunnel zone where there are restrictions on installing piles. The towpath downstream of Hammersmith Bridge is owned by the Port of London Authority (PLA) who also own the riverbed. The Barnes Pier landing is located close to Hammersmith Bridge although adjusted to avoid the navigational exclusion zone. It is also located at a specific point on the river's edge away from trees to avoid any potential damage. This approach provides the shortest possible walking route to Castlenau.
- 4.1.6 The two piers are close to each other but slightly staggered which allows an efficient circular path to be followed by the two vessels which will operate during peak times. The close proximity of the piers means that the vessels can side slip across the river only turning to face the opposite direction when the tide turns. This mode of operation provides the quickest crossing time, the least engine power and the least noise and emissions.

4.2 Proposed Works

- 4.2.1 Temporary full planning permission is sought for the development of the scheme under the Town and Country Planning Act 1990 (as amended). The two piers are formed of similar structures which seek to respond to the immediate surroundings and their interaction with the respective land site environments. The planning applications will be for up to 3 years for each pier respectively.
- 4.2.2 A brief summary of the proposed scheme is provided below. For additional detail please refer to the Design and Access Statement prepared by Beckett Rankine which forms part of these applications.

Hammersmith and Fulham

- 4.2.3 The proposed Hammersmith Temporary Pier is to land on the slipway located at the end of Queen Caroline Street. The slipway is not used by watercraft/boats on a regular basis and is closed off with timber flood boards. Access to the pier is to be via a lightweight steel ramp which will span over the flood boards.
- 4.2.4 A 125m long modular floating walkway (using units by EZ Dock) will span between the flood defence wall and a second-hand barge, modified for use as a pier. The walkway will be restrained by 12 tubular piles of up to 0.5m diameter. The required piling is to be minimised to avoid major impacts and disturbance of the river environment.
- 4.2.5 The barge will be restrained by a pair of spud legs (a hollow steel tube)– these have been selected given their temporary nature and lesser impact when compared to piles. The pier is skewed downstream to facilitate passage of large vessels beneath Hammersmith bridge (the bridge is open for occasional navigation when no works are in progress on it
- 4.2.6 The Description of Development for the London Borough of Hammersmith and Fulham is as follows:

Erection of a new river pier, associated walkway and landing for a temporary period of up to three years for the purpose of providing a passenger and cyclist ferry service associated with the temporary closure of Hammersmith Bridge; the application also includes public realm works, including a new temporary pedestrian ramp for access, hard landscaping scheme, relocation of cycle parking and the reduction in height of the timber floor boards at the top of the slipway.

Richmond

- 4.2.7 The proposed Barnes Temporary Pier is formed from the old Savoy pier, itself a temporary structure, which will be repurposed for this development. The pontoon will be modified such that is restrained by a pair of spud legs rather than radial arms to minimise impact on the foreshore.
- 4.2.8 Access to the pier is by a 35m aluminium linkspan, with minimum clear width 2.5m, connecting to the landside tow path.
- 4.2.9 The towpath is located beneath flood defence level and floods on large tides. As part of the works, a 45m lightweight steel frame walkway will be installed to allow dry access to the pier. The clear width of this structure will be a minimum of 2.5m to suit segregated pedestrian and cycle traffic.
- 4.2.10 The Description of Development for the London Borough of Richmond upon Thames is as follows:

Erection of a new river pier, associated walkway and landing for a temporary period of up to three years for the purpose of providing a passenger and cyclist ferry service associated with the temporary closure of Hammersmith Bridge; the application also includes public realm works, including a new temporary pedestrian walkway and landscaping scheme.

Removal / Reinstatement

- 4.2.11 The proposed piers have a temporary lifespan and have been designed so that once the Hammersmith Bridge has been repaired, they can be removed without intrusive and lasting impacts to the area. The piers and connections into the wider riverbed have been designed so that they are simply removed once they are no longer required. This will ensure no long-lasting impacts on the riverbed ecology.
- 4.2.12 The landside works are minimal and once the necessary ramps and access points are removed, the landscaping for the site will be reinstated. It is proposed that the design for the landscaping will be developed in consultation with local stakeholders and be subject to a detailed planning condition.

Safety and security

- 4.2.13 A CCTV strategy is proposed as part of the application. The CCTV strategy seeks to ensure the safety of occupants and users of the ferry. The CCTV also faces the River Thames to ensure the safety of existing river users. Please refer to the enclosed Design and Access Statement and Application Drawings for additional detail.
- 4.2.14 Discussions are also being held separately with the Metropolitan Police's community safety and counter terrorism team regarding specific safety and security measures associated with the ferry. These measures will be implemented on site as required through the necessary safety review process.

4.3 The Ferry Service

- 4.3.1 UBTC have been identified as the operator of the Hammersmith Cross River Ferry. UBTC has over 21 years' experience of operating river bus services including cross river services and TfL Licensed or Contracted services.
- 4.3.2 The following text sets out the key aspects of the service which will be delivered by the planning applications.

Timetable

- 4.3.3 The proposed timetable has been designed to deliver a reliable and punctual service from 06:00 – 22:00 on weekdays and 08:00 – 22:00 at weekends. The service shall have a capacity in excess of 800 passenger movements per hour during peak times and over 500 passenger movements per hour during off-peak periods (a passenger movement = 1 crossing in either direction).
- 4.3.4 Weekday peak services will operate using two vessels from 06:00 – 10:00 and 15:00 – 19:00, with the service operating between every 5-7 minutes in both directions. Weekday off-peak services will operate using one vessel from 10:00 – 15:00 and 19:00 – 22:00 at a frequency between 10-12 minutes in both directions. The weekend service will operate using one vessel from 08:00-22:00.
- 4.3.5 A minimum commitment of 18 vessel crossing movements per hour is therefore proposed for the weekday peaks. For off peak services a minimum of 10 vessel crossing movements per hour is proposed.
- 4.3.6 The vessels will have capacity of 62 passengers including up to 12% occupancy for bicycles for two of the vessels. To facilitate efficient boarding, foot passengers and cyclists will be queued independently on the piers

and use separate boarding ramps to embark/disembark the vessel. Inclusive of the 62-passenger capacity, each vessel can accommodate two wheelchairs or one mobility scooter (with advance approval via the mobility scooter scheme).

- 4.3.7 If footfall is greater than anticipated during off-peak periods or weekends (one boat service), a second vessel can be mobilised to support the demand providing a frequency and capacity equal to peak time operation.

The Journey

- 4.3.8 The following section sets out a typical journey for a passenger:

- Pre-arrival: Wayfinding routes to be agreed with TfL which will be published online. This will include wayfinding (e.g. non-slip floor markers/posters/signage) from bus, tube, & cycle connections. Taxi turnaround / waiting areas near the pier will be identified.
- Arrival at pier: Customers greeted by staff in service branded uniform. Staff will check Oyster credit and direct customers / assist if needed with Oyster/contactless touch in. They will inform of any wait times and direct customers to the pontoon. For comfort and safety, separate areas will be provided for cyclists and pedestrians with social distancing demarcation in place if required. If the number of passengers on the pontoon reaches the vessel capacity of the next sailing, passengers will continue to queue at street level to minimise congestion on the walkway and floating pontoon. Cyclists will dismount upon arrival at the pier and until they exit the pier on the other side. Staff will facilitate priority boarding for any customers less able to stand.
- Boarding: Staff will direct passengers to board once it is safe, specifically after the vessel is securely moored, embarkation is complete and walkways are clear. There will be two embarkation points to the vessel: cyclists will board to the rear of the vessel and pedestrians to the front.
- On board: The customer will be greeted by the Mate who will also provide assistance to the customer if required and direct them to the relevant points of the vessel e.g., wheelchair users. In transit, the Mate will monitor the comfort and wellbeing of all passengers. Cabin temperature will be maintained at a comfortable level, and passenger safety announcements will be made prior to each departure.
- Disembarkation: Crew will bid farewell to the customers as they disembark and staff will welcome them onto the pier. Similarly to embarkation, cyclists and pedestrians disembark from opposite ends of the vessel. Disembarking passengers will be directed to street level where staff can help with onward directions and/or local knowledge.

- 4.3.9 Anticipated journey times depend on the time of day and service demand but the shore to shore elapsed time is summarised as follows

- Average wait time – 5 minutes
- Disembark time of arriving vessel – 1 minute

- Board time – 1 minute
- Crossing time (inc transit and berthing) – 3 minutes
- Disembark – 1 minute

4.3.10 The fastest anticipated customer journey time from the North Shore to street level on the South Shore (or vice versa) is 6-8 minutes during peak and off peak hours. This is based on the customer boarding a vessel arriving imminently. If the first sailing is full or missed and the customer is required to wait for the next sailing, journey time increases to 11-13 minutes during peak and 16-20 minutes during off-peak.

Staffing

- 4.3.11 Two Customer Service Assistants (CSA) will staff each pier during all periods plus the operational manager. One member on the pontoon facilitates the disembarkation and embarkation processes, assisting with securing the vessel. One CSA at street level will direct customers, manage queues, monitor and assist with Oyster touch-ins, manage capacity, and assist customers with reduced mobility.
- 4.3.12 The CSA team will have a 15 minute daily brief, allocated time for handover and a 15 minute debrief at end of service.
- 4.3.13 On board one Master is stationed in the wheelhouse navigating the vessel. One Mate is stationed on deck during boarding and in the passenger cabin during transit, when they will be available to assist with customer enquiries. If required, the Master can make themselves available to assist passengers once the vessel is moored up.
- 4.3.14 The Operations Manager will have access to a shoreside office facilities adjacent to the pier on the North shore, which will also have the desk facilities required for the appropriate TfL manager when required. Despite this facility, the Operations Manager will be on the piers supporting the team and engaging with customers. They will prioritise working on the frontline during peak hours on a rotational basis as required.

Continuity Planning

- 4.3.15 In the event a vessel becomes unserviceable during peak times, the service will continue to operate with one vessel at the off-peak capacity whilst the third vessel is mobilised and brought to site at Hammersmith. To expedite this process, a workboat will be stationed permanently on site at Hammersmith, allowing crew to transit to Hammersmith Wharf without being reliant on road or rail transport.
- 4.3.16 The single vessel service would deliver a capacity of 744 passenger journeys/hour (93% of the peak service requirement), returning to full capacity of over 800 passenger journeys/hour during the second hour. If this occurs during off-peak times, the second vessel, stationed on-site at Hammersmith will be brought into service within 20 minutes and will continue to provide capacity for up to 744 passengers per hour. During such periods of disruption, staff stationed at both piers during all periods of operation will be on hand and provide service updates.

- 4.3.17 Poor weather contingency planning is also in place. UBTC's marine specialist department use various sources of information to predict weather conditions which could affect the reliability of services and impact customers e.g. fog. Systems used by the aviation sector are used to report prevailing weather conditions within the operating area and surrounding areas, accompanied by local shipping forecast and Met Office reports.
- 4.3.18 Due to the restricted visibility during dense fog, operating limitations are imposed on all classes of vessel, which at times may prevent the vessel operating. To overcome the imposed restrictions and prevent service disruptions, without comprising the safety of the passengers and crew, high intensity lights (within the parameters of the ecological constraints of the site) will be fitted on both piers and will only be for use in foggy conditions. Coupled with the on-board radar and automatic identification system, the high intensity lights will provide a clear navigational line of sight and path for vessels to operate safely. To reduce the likelihood of slips, trips and falls when snow or ice has formed on pier/brow surfaces, crews will be issued with salt and tasked with gritting vessel decks, piers/brows and pedestrian paths providing access to the piers.

5.0 Relevant Planning Policies

5.1.1 This section sets out the overarching planning policy framework and development plan documents against which the applications scheme has been assessed. The list summarises the key policies relating to the developments and is not all encompassing.

5.1.2 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act (2004), planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The adopted Development plan documents relevant to the Applications Sites are as follows:

- The Hammersmith and Fulham Local Plan (2018)
- London Borough Richmond upon Thames Local Plan (2018 as amended 2020)
- The New London Plan (2021)

5.2 Government Guidance

5.2.1 The Government adopted a new National Planning Policy Framework (July 2018) with additional amendments published in February 2019.

5.2.2 The NPPF has a presumption in favour of sustainable development (Paragraph 11). It requires that, in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. This means that development that is sustainable should be approved immediately.

5.2.3 The Application Scheme has been designed in accordance with the principles set out within the NPPF, and represents sustainable development that utilises an existing site which is currently underutilised. The NPPF recognises that sustainable development should support the three overarching objectives of; the economy, society and the environment. These objectives give rise to the need for the planning system to perform a number of roles, which are mutually dependent and should not be undertaken in isolation:

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources

prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.2.4 The relevant NPPF Paragraphs and Policy are referred to within the following Relevant Planning Considerations Section (Chapter 5).

5.3 The New London Plan (2021)

5.3.1 The planning applications referable to the Greater London Authority in accordance with the TCP Mayor of London Order 2008.

5.3.2 The New London Plan is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London (“the Mayor”) in accordance with the Greater London Authority Act 1999 (as amended) (“the GLA Act”) and associated regulations.

5.3.3 The following list outlines the key policies within the New London Plan:

- Policy T1 Strategic approach to transport.
- Policy T2 Healthy streets.
- Policy T3 Transport capacity, connectivity and safeguarding.
- Policy T4 Assessing and mitigating transport impacts.
- Policy T5 Cycling.
- Policy T7 Deliveries, servicing and construction.
- Policy D4 Delivering good design.
- Policy D5 Inclusive design.
- Policy D8 Public realm.
- Policy D11 Safety, security and resilience to emergency.
- Policy D14 Noise.
- Policy HC1 Heritage conservation and growth.
- Policy HC3 Strategic and Local Views.
- Policy SI1 Improving air quality.
- Policy SI 7 Reducing waste and circular economy.

- Policy SI12 Flood Risk Management.
- Policy SI13 Sustainable drainage.
- Policy SI 14 Waterways – strategic role.
- Policy SI 15 Water Transport.
- Policy GG3 Creating a healthy city.
- Policy G3 Metropolitan Open Land.
- Policy G5 Urban greening.
- Policy G6 Biodiversity.
- G7 Trees.

5.4 London Borough Hammersmith and Fulham Local Plan (2018)

5.4.1 The following sections and policy numbers of the Hammersmith and Fulham Local Plan are considered to be relevant to the determination of the proposed scheme are set out below:

- Policy OS1 Parks and Open Spaces.
- Policy OS5 Greening the Borough.
- Policy CC2 Ensuring Sustainable Design and Construction.
- Policy CC3 Minimising Flood Risk and Reducing Water Use.
- Policy RTC1 River Thames.
- Policy RTC2 Access to the Thames Riverside and Foreshore.
- Policy RTC3 Area and Appearance of Development within the Thames Policy Area.
- Policy RTC4 Water-based Activity on the Thames.
- Policy T2 Transport Assessments and Travel Plans.
- Policy T3 Increasing and promoting Opportunities for Cycling and Walking.
- Policy T6 Borough Road Networks – Hierarchy of Road.
- Policy T7 Construction and Demolition Logistics.

- Policy DC1 Built Environment.
- Policy DC7 Views and Landmarks.
- Policy DC8 Heritage and Conservation.
- Policy E4 Local Employment, Training and Skills Development Initiatives.

5.5 London Borough Richmond upon Thames Local Plan (2018 as amended 2020)

5.5.1 The following sections and policy numbers of the Richmond Local Plan are considered to be relevant to the determination of the proposed scheme are set out below:

- Policy LP1 Local Character and Design Quality.
- Policy LP3 Designated Heritage Asset.
- Policy LP5 Views and Vistas.
- Policy LP7 Archaeology.
- Policy LP10 Local Environmental Impacts, Pollution and Land Contamination.
- Policy LP12 Green Infrastructure.
- Policy LP13 Green Belt, Metropolitan Open Land and Local Green Space.
- Policy LP15 Biodiversity.
- Policy LP16 Trees, Woodlands and Landscape.
- Policy LP18 River Corridors.
- Policy LP21 Flood Risk and Sustainable Drainage.
- Policy LP 24 Waste Management.
- Policy LP29 Education and Training.
- Policy LP30 Health and Wellbeing.
- Policy LP43 Visitor Economy.
- Policy LP44 Sustainable Travel Choices.

- 5.5.2 The Council has previously consulted on the Direction of Travel document which was the first stage in the engagement process of their New Local Plan with residents, business and other stakeholders on what their vision for growth and future development should be.
- 5.5.3 Further engagement will be held on the new Local Plan later in 2021. The timetable for the preparation of the new Local Plan, including the further statutory consultations and stages towards adoption anticipate the process running until 2024.

6.0 Planning Considerations

6.1 Principle of Use

- 6.1.1 As previously outlined, Hammersmith Bridge was closed to traffic in April 2019, this was due to critical faults which required an immediate reduction in the loading of the main bridge. Access to Hammersmith Bridge was then restricted to cyclists and pedestrians, however, the hot weather in August 2020 caused a deterioration to key parts of the suspension structure and an increased risk to public safety and the bridge is now closed to pedestrians and cyclists as well as river traffic passing underneath. Hammersmith Bridge is under constant monitoring for safety, with some repair work already commenced onsite. However, plans are underway to restore Hammersmith Bridge enabling it to be open for motorists, pedestrians and cyclists.
- 6.1.2 To enable a faster and more cost effective restoration programme to be carried out, the main bridge needs to be closed to all traffic. The provision of a Temporary Ferry service will enable access to continue across the River linking key transport interchanges and local infrastructure as well as improving wider accessibility. The ferry will provide access for pedestrians and cyclists in line with Policy T1 of the New London Plan. This approach also contributes to wider sustainable modes of transport as part of the Mayor's Transport Strategy (MTS), 2018, to increase walking and cycle trips within London.
- 6.1.3 Policy SI15 of New London Plan promotes the use of the River Thames for transport. The policy identifies that new piers will be supported in line with the PLA and TfL's Pier Strategy and that necessary provision of moorings, waste and sewage facilities for passenger vessels should be provided.
- 6.1.4 The proposed ferry service will assist with the Mayor's goal to increase the number of people travelling by river on passenger and tourist services in line with the 20 million by 2035 patronage target outlined in the PLA Thames Vision.
- 6.1.5 The Temporary Ferry's location within the Thames Policy area highlights the strategic importance of the River Thames for London. The Ferry service has been assessed against the policies outlined in the local frameworks for Hammersmith & Fulham and Richmond as they relate to the River Thames.
- 6.1.6 The Temporary Ferry service is designed to facilitate efficient travel across the river. The fastest anticipated customer journey time from the North Shore to street level on the South Shore (or vice versa) is 6-8 minutes during peak and off-peak hours. This is based on the customer boarding a vessel arriving imminently. If customers miss the first vessel the total journey time may increase to 15-20 minutes however this is still substantially quicker than the alternative options for crossing the River Thames at this location.
- 6.1.7 It is considered that the principle of the Temporary Ferry is consistent with the relevant development plan policies for both the London Borough of Richmond and Hammersmith & Fulham. The use of the River Thames for transport of passengers is strongly supported by the New London Plan and PLA Thames Vision. The scheme is also consistent with the MTS and London Plan including the Healthy Street approach, ensuring a vital link

remains open while restorative works are undertaken to the bridge, providing a safe access across the River Thames and reinstating accessibility to the local area.

6.2 Design and Accessibility

Design

- 6.2.1 The NPPF promotes high quality and inclusive design as one of the key components of sustainable development while the New London Plan, Policy D4, states that development should be of the highest quality internally, externally and in relation to their context and the wider environment. Furthermore, both documents outline that buildings should be of the highest architectural quality and should activate and appropriately define the public realm. They state that new buildings should complement the local architectural character, not cause unacceptable harm to the amenity of surrounding land and buildings, provide for climate change mitigation and adaptation and optimise the potential of sites.
- 6.2.2 At a local level, both the LBHF and LBR Local Plans state that development should create a high quality urban environment that respects and enhances its townscape context and heritage assets, including the borough's conservation areas.
- 6.2.3 The planning applications are supported with a Design and Access Statement that sets out the design principles which guide the development of the proposed Temporary Ferry and new piers alongside their placement within the wider context.
- 6.2.4 The development has been designed to protect the amenity of neighbouring residential properties, including those on Riverview Gardens, Queen Caroline Street and Riverside Studios.
- 6.2.5 Extensive stakeholder consultation has been undertaken in the development of the proposed design. This has included (but not limited to) ongoing dialogue with the following bodies:
- London Borough of Hammersmith & Fulham
 - London Borough of Richmond upon Thames
 - Greater London Authority
 - Historic England
 - Metropolitan Police Service and Counter Terrorism Unit
 - Marine Management Organisation
 - Port of London Authority
 - Environment Agency

6.2.6 Through this consultation process a number of amendments have been made to the scheme to ensure it responds positively to the local area. These include the widening of the footpath to the south pier to accommodate the additional footfall. The outcome is a design which meets the needs of the ferry service while ensuring minimal impacts to the wider social and environmental character of the area.

Accessibility

6.2.7 Policies at a strategic and local level support the implementation of developments that encourage healthy lifestyles including cycling and walking, incorporate high quality public realm including fit for purpose landscaping that is of good quality, are designed to be inclusive for all and that are safe and secure for users.

6.2.8 The Temporary Ferry has been designed to act as a continuous link directly from the public highway across the River Thames for pedestrians and cyclists from both the north and south banks. The service duration and intervals enable users to cross the river quickly and effectively with limited waiting times.

6.2.9 The proposed Ferrys incorporate measures to help those less able users or those with vision or mobility limitations. The ferry can accommodate pedestrians, cyclists, wheelchair users and smaller mobility scooters.

6.2.10 The design of the piers, brows and riverside walkway improvements have been developed following the guidance within TfL's pedestrian design guide and the Healthy Streets approach of Policy T2 of the New London Plan, Hammersmith & Fulham's policy T3 (increasing and promoting opportunities for cycling and walking) and Richmond's policy LP44 (sustainable travel choices).

6.2.11 Considering the above the proposal is deemed acceptable and in accordance with New London Plan policy D5, Policy LP44 of the Richmond Local Plan and Policy T1 of the London Borough Hammersmith and Fulham Local Plan.

Lighting

6.2.12 A Lighting Strategy Document prepared by Beckett Rankine is included as a part of these planning applications. The assessment explains in detail the chosen lighting strategy for the temporary piers. The design has been developed in consultation with London Borough Hammersmith and Fulham, London Borough Richmond upon Thames and the Metropolitan Police. The design has considered the impact on biodiversity, both aquatic and territorial species, navigational impacts, nearby residential properties and the safety of the public with specific reference to lighting for CCTV and discouraging crime.

6.2.13 The proposed lighting will be level along the proposed brows and designed to safely light the walkways while retaining the ecological value of the wider site. Light spill has been measured emanated from the proposed lighting and the assessment demonstrates there will be no adverse impact to the residential amenity of surrounding uses or the ecological value of the River Thames.

Summary

- 6.2.14 Overall the Temporary Ferry Service has been designed in accordance with the London Streetscape and Healthy Streets guidance by providing a safe, quiet, means of crossing the River Thames for pedestrians and cyclists that is easy to use and designed with the needs of all users in mind.
- 6.2.15 The proposal is considered in accordance with the New London Plan Policies D4 (delivering good design), D5 (inclusive design) and D8 (public realm), London Borough Hammersmith & Fulham policies DC1 (built environment), T1 (Sustainable Transport) and London Borough Richmond upon Thames policy LP1 (local character and design quality) and LP44 (Inclusive design).

6.3 Heritage and Archaeology

- 6.3.1 The Temporary Ferry service and piers have been designed in accordance with the NPPF, New London Plan, Hammersmith & Fulham and Richmond's heritage policies and are respectful and sensitively designed to reflect their location adjacent to the Grade II* Listed Hammersmith Bridge and surrounding conservation areas.
- 6.3.2 The proposed piers are located above and interact with the river foreshore which is a designated area of archaeological interest.
- 6.3.3 In accordance with paragraph 189 of the NPPF the applications are accompanied by a Heritage Statement and Archaeological Statement to assist with the determination of any harm caused to the local and strategic heritage assets.
- 6.3.4 A full assessment is enclosed with these applications however by way of summary, any harm caused to the significance of the heritage assets will be temporary in nature and will be fully reversed following the decommissioning of the piers.
- 6.3.5 Notwithstanding the temporary nature of the piers, careful consideration has been given to the design of its structure. In line with the New London Plan Policy HC1 (heritage conservation and growth) the scheme has been developed to ensure the special architectural and historical features of the bridge are retained. The ferry piers are also representative of the water borne activities which were typical of the Grade II* Listed Bridge since its original inception.
- 6.3.6 The Heritage report concludes that the Temporary Ferry Crossing will not impact the overall heritage significance of any nearby heritage asset. The piers will be temporary, lightweight and functional structures that are in-keeping with other piers along this section of the Thames. They will float with the tides, being either level with or slightly lower than the embankments on either side of the River Thames and well below the level of Hammersmith Bridge.
- 6.3.7 The Hammersmith Pier will land on the historic Hammersmith Drawdock, a Local Building of Merit. This will, temporarily, better reveal its significance as a river access point (it is currently only rarely used). The Hammersmith Pier, in order to maintain a through route for river traffic, must be longer than its Richmond equivalent. Although this additional length will make it more visible in both longer- and shorter-range views, it is

not considered to be unduly prominent in such views as to detract from an appreciation of nearby heritage assets. As such, the Temporary Ferry Crossing will not impact views either across the River Thames of either bank or of the River Thames from the Bridge itself.

- 6.3.8 The proposals comply with national, regional and local policies relating to the historic environment, namely Policy HC1 of the London Plan, Policy DC8 of the LB Hammersmith and Fulham's Local Plan and Policies LP3 and LP4 of LB Richmond's Local Plan. Furthermore the proposed applications will indirectly result in significant heritage benefits for the area. The Temporary Ferry will facilitate the restoration works of the Hammersmith Bridge, while allowing the continuous passage of pedestrians and cyclists across the River Thames. The proposals will help secure the future conservation of a heritage asset in line with paragraph 189 and 202 of the NPPF 2019, and Hammersmith & Fulham's local plan policies DC7 (views and landmarks) and DC8 (heritage and conservation), and Richmond's local plan policies RTC3 (area and appearance of development within the Thames Policy Area), LP3 (designated heritage asset) and LP5 (views and vistas).
- 6.3.9 Overall, the potential harm caused to the significance and setting of heritage assets by the Temporary Ferry Service has been assessed to be negligible. The public benefit of being able to repair the Hammersmith Bridge in a faster and more cost effective manner, by enabling it to be fully closed, whilst maintaining a continuous passageway between Hammersmith and Barnes is also considered a strong beneficial effect.

Archaeology

- 6.3.10 The Archaeological Statement included as a part of these applications concludes there to be low to medium risk of discovery or disturbance of archaeological deposits during pre-construction, construction and operation phases of the temporary piers. GLAAS have reviewed the statement and in order to mitigate harm to the potential archaeological assets, anticipate a programme of archaeological investigation is undertaken during works.
- 6.3.11 With the implementation of appropriate mitigation set out in the statement, as well as the design of the Temporary Ferry and Piers and localised impact of the construction, it is considered that the proposal is in accordance with the NPPF 2019, London Plan 2021, and policy HC1 London Borough Hammersmith & Fulham and policy LP7 London Borough Richmond upon Thames.

6.4 Transport and Highways

- 6.4.1 In accordance with the New London Plan Policy T4 (assessing effects of development on transport capacity), Hammersmith & Fulham's policies T2 (transport assessments and travel plans) and T7 (construction and demolition logistics) and Richmond's policy LP44 (sustainable travel choices) a Transport Assessment including Construction Logistics and Travel Plan have been included as part of this Planning Application.
- 6.4.2 The Transport Assessment has thoroughly reviewed the existing conditions and associated transport impacts of the proposal. It has demonstrated that the proposed development will have a negligible impact on the strategic highway and public transport networks and will contribute to the strategically important reintroduction of cross-river pedestrian and cyclist permeability between Hammersmith in LBHF and Barnes in Richmond.

- 6.4.3 The service has been designed to provide a capacity in excess of 800 passenger movements per hour during peak times and over 500 passenger movements per hour during off-peak periods (a passenger movement =1 crossing in either direction).
- 6.4.4 To facilitate efficient boarding, foot passengers and cyclists will be queued independently on the piers and use separate boarding ramps to embark/disembark the vessel. Inclusive of the 62-passenger capacity, each vessel can accommodate two wheelchairs or one mobility scooter (with advance approval via our mobility scooter scheme). If footfall is greater than anticipated during off-peak periods or weekends (one boat service), a second vessel can be mobilised to support the demand providing a frequency and capacity equal to peak time operation. There will be no requirement for queuing landside on the public highway or public rights of way.
- 6.4.5 The proposed piers connect directly onto the towpath to the north and south sides of the river. A walkway is proposed to the south to enable passengers to easily access the brow and ferry service and to assist with localised flooding. The main entrance to the tow path at Castelnau will be retained and upgraded to facilitate the increase in pedestrian movements. These works fall within the redline of the application however other further upgrades may be identified during the operation of the ferry which will be part of separate further discussions.
- 6.4.6 To the north the brow directly connects into the pedestrian footway of Queen Caroline Street. A small area of the pedestrian area will be stopped up to enable direct access and ease of pedestrian movements. Street furniture associated with Riverside Studios will also be relocated.
- 6.4.7 Access to the towpaths along the River Thames on both the north and south banks will be retained throughout the operation of the Temporary Ferry. During the construction and decommission of the Piers minor diversions will be required however as most construction will be via the river these will be kept to a minimum. As such the proposal is in accordance with Hammersmith & Fulham policies RTC1 (River Thames) and RTC2 (access to the Thames Riverside and foreshore), T3 (increasing and promoting opportunities for cycling and walking) and T6 (borough road networks – hierarchy of roads) and Richmond’s policy LP44 (sustainable travel choices).
- 6.4.8 The provision of the Temporary Ferry service is strongly supported by New London Plan policy T1 (strategic approach to transport) providing a segregated link for the continued passage of pedestrians and cyclists, whilst the Grade II* Hammersmith Bridge is repaired.
- 6.4.9 As discussed above the ferry service provides for the safety and accessibility for all persons, supporting the promotion of walking and cycling in the area in accordance with New London Plan Policy T5 and Hammersmith & Fulham’s policy T3 (increasing and promoting opportunities for cycling and walking). The Ferry will also carry cyclists and is designed to integrate with the existing public footway and surrounding cycling network in accordance with New London Plan policy T5 (cycling).
- 6.4.10 Furthermore as stated above the proposed use of the River Thames to provide a passenger ferry is strongly supported by Policy SI 15 of New London Plan which promotes the use of the River Thames for transport. The proposed ferry service will assist with the Mayor’s goal to increase the number of people travelling by river on passenger and tourist services in line with the 20 million by 2035 patronage target outlined in the PLA Thames Vision.

6.4.11 Policies related to the consideration of the capacity of the network and the effect of the Temporary Ferry with specific reference to motor vehicles are not considered relevant to this proposal given the objective of the scheme and the baseline for which this scheme is considered against.

Wayfinding Strategy

6.4.12 All signage will be implemented in accordance with the Legible London Strategy. The details of this are not yet confirmed but will be done in accordance with relevant TfL and Local Authority Guidance. Section 4.3 of the Design and Access Statement included as part of these planning applications outlines the strategy for the directional routing for cyclist and pedestrians. This strategy is proposed to be secured via a pre-occupation planning condition.

6.5 Open Space Assessment

6.5.1 The Temporary Ferry will connect land on the northern side with designated open space and Metropolitan Open Land on the south side. The link will provide onwards connections to the London Underground network including Hammersmith Underground Station in the north and primarily bus connections to the south.

6.5.2 Hard and soft landscaping shown in the landscaping drawings will be implemented on both the north and south landing areas upon construction of the Temporary Ferry. Details of these areas are included in the Design and Access Statement and further in this chapter. Given the minimalist design of the proposals little need for amended landscaping is required as part of the scheme.

6.5.3 The impact of the Metropolitan Open Land designation will be minimal with almost no space lost as part of the whole development. All trees and key ecological features will be retained as part of the scheme ensuring not only the quantum but also quality of the MOL space is retained. The impact on the MOL will be temporary for up to 3 years and will be reversed once the piers are removed.

6.5.4 Once the piers are removed there are opportunities for improvement to the landscape in the surrounding area. It is proposed that a landscaping strategy setting out the parameters for landscaping the site post decommissioning of the Temporary Ferry is secured by condition. This strategy would sit alongside the areas of existing open space to be reinstated within the site's red line boundary, as shown in the enclosed Design and Access Statement.

6.5.5 The accompanying landscape strategy sets out appropriate mitigation measures proportionate to the impact from the proposed works, which will not only conserve the existing areas, but provide an overall enhancement to the area..

6.5.6 Details for the landscaping strategy will be developed in consultation with Residents Associations within the London Borough Hammersmith & Fulham and with London Borough Richmond upon Thames on the southern side. As such the details set out within these planning applications are not yet finalised and will continue to evolve throughout the lifetime of the development.

6.5.7 The final landscaping scheme will be developed with all key parties and secured by condition.

- 6.5.8 In summary, there will be no long-term loss of open space, and an overall improvement to the environment including biodiversity net gain is aspired to, following the removal of the Temporary Ferry. These measures will be subject to review and approval from the relevant boroughs.
- 6.5.9 The Temporary Ferry will provide a vital and sustainable transport link across the River Thames for pedestrians and cyclists, whilst improving the health and wellbeing of its users. It will positively contribute to the setting of the area, having been designed to minimise the impact to the openness of the area.
- 6.5.10 The benefits of the proposal are considered to outweigh the short-term impacts on open space and MOL. Whilst the overall loss of open space and MOL as a result of the temporary scheme presents a divergence from New London Plan policy G4, Hammersmith & Fulham's OS1 and Richmond's LP13 for a temporary period (up to three years), impacts are proposed to be mitigated through the temporary nature of the ferry.
- 6.5.11 It is anticipated that given the loss of open space and MOL will be temporary, and on removal of the piers, an enhanced landscape on both the north and south sides will be reinstated including achieving biodiversity net gain, that on balance this is considered acceptable for a temporary period.

Urban Greening Factor

- 6.5.12 Major development proposals should contribute to the greening of London in line with the Urban Greening Factor contained in policy G5 of the London Plan. The inclusion of urban greening measures in new development will result in an increase in green cover and should be integral to planning the layout and design of new developments. The Mayor recommends a target urban greening score of 0.3 for predominantly commercial development. As there is not a sub category for infrastructure developments, it is felt that this project should be measured against this target, as it is more akin to commercial than residential schemes.
- 6.5.13 The first stage will include a temporary landscaping scheme which will be in place whilst the Temporary Ferry is in operation. At this stage there will be removal of some grassland however all trees will be retained. There will not be any specific soft landscaping measures undertaken at this time, due to the temporary nature of the ferry, and the need to take it off site once it has fulfilled its role.
- 6.5.14 Given the two stages of development associated with the Temporary Ferry, it is not possible to calculate at this point what the urban greening factor of this development will be.
- 6.5.15 The detailed Urban Greening Factor will be recalculated for the site once the landscaping proposals for the remediated scheme are agreed.
- 6.5.16 However, this is an interim situation as the development will essentially not be complete until the Temporary Ferry is removed. The other benefits delivered by the Temporary Ferry whilst it is in situ encouraging people to walk and cycle between the two boroughs, as well as enabling the restoration of the Grade II* listed bridge should also be given substantial weight.
- 6.5.17 In terms of policy compliance the development should be measured against the landscaping undertaken in accordance with the Landscaping Reinstatement contained within the DAS to be put in place following the

removal of the Temporary Ferry. Reinstating the site following the removal of the Temporary Ferry is a significant stage in this project, as it marks the completion of the development.

6.6 Arboriculture, Ecology and Biodiversity

- 6.6.1 An Arboricultural Assessment is included in support of the proposal for the north and south landing sites of the Temporary Ferry. To the north, the tree planting was identified as being uniform with semi mature lime and London plane trees alongside roads. To the south of the river, the tree planting is all mature and forms the boundary between the Thames Path and adjacent private property.
- 6.6.2 As a result of the design of the scheme and the low intensity nature of the connection of the piers onto the landside of the development there will be no impacts to existing trees beyond minor pruning to facilitate the southern pier. Surrounding trees will be protected with tree protection measures implemented in accordance with the recommendations of the assessment including a construction exclusion zone around trees, protection of root protection areas using a combination of barriers and ground protection alongside 'no-dig' construction techniques. These will be implemented under the guidance of an experienced arborist where required.
- 6.6.3 A Preliminary Ecological Appraisal prepared by Thomson Ecology has been included as part of these planning applications. This appraisal outlines the sensitivities of the site and has assessed the proposed Temporary Ferry's impact on terrestrial ecology. Mitigation measures have been recommended and will be implemented to protect the biodiversity on the site.
- 6.6.4 The site comprises intertidal mud flats, shingle and running water, trees that may provide breeding and wintering birds, bats. The piers have been placed within the main channel, where possible outside the intertidal mudflats and as such are unlikely to affect the mudflat environment. The only habitat likely to be impacted within the River Thames is the running water and species that may be contained within it.
- 6.6.5 A Water Framework Directive Report is included with these applications. This report concludes that the proposed Hammersmith Temporary Ferry will not negatively impact the Thames Upper water body, nor jeopardise the water body status from improving.
- 6.6.6 The report sets out a number of potential impacts which are to be expected and have the potential to lead to minor, localised or temporary effects. However, it is predicted that these impacts are likely to recover once the ferry structures are removed after 3 years. Potential impacts on hydro morphology, fish, water quality and invasive species will be mitigated during the construction and decommissioning of the project and therefore, the proposed works are unlikely to significantly impact the water body or its habitats and species.
- 6.6.7 The report concludes that overall for the Hammersmith Temporary Ferry, there is no significant risk to the water body.
- 6.6.8 In relation to aquatic ecology a supporting assessment also accompanies this Planning Application. The assessment concludes that generally there is unlikely to be anything other than a negligible significant effect for most of the identified feature activity interactions.

- 6.6.9 The report notes that the piling method already proposed should reduce the severity of impact to a great degree, however some noise and vibration will still be caused. As such it is recommended that during construction and decommissioning of the piles avoids the smelt spawning period of April and March inclusive is avoided (which is currently envisaged by the programme timetable), and the activity is restricted to daylight hours.
- 6.6.10 In terms of landside ecological impacts the scheme is accompanied by a Preliminary Ecological Appraisal which concludes while minor impacts may be encountered they can be easily mitigated by the development.
- 6.6.11 A Construction Environmental Management Plan (CEMP) has been produced to ensure environmental considerations are taken into account during construction works to minimise impacts. Ecological enhancement are also recommended and been made to enhance the quality of the site and comply with national planning policy.
- 6.6.12 Overall it is considered that the scheme is in accordance with Policies G6 of the New London Plan, LP15 of the Richmond Local Plan and OS4 of the Hammersmith and Fulham Local Plan. Through the mitigation identified in the associated ecological reports, the impact on surrounding ecology and biodiversity will be minimal and temporary.

6.7 Technical Considerations

River Thames, Flood Risk and Water Management

- 6.7.1 A flood risk assessment (FRA) specific to the Temporary Ferry is included in support of these applications. The Site is situated within Flood Zone 3a and is protected by Thames Tidal Defences (TTD). The area is characterised by high probability of flooding from fluvial and/ or tidal sources. However this designation does not consider the presence of the Thames tidal defences. These defences are designed to defend against events of a 1 in 1000 year standard. Given the location of the site there is always a residual risk of the barriers being overtopped, this risk however is considered to be negligible.
- 6.7.2 The Temporary Ferry design has been developed in consultation with the Environment Agency (EA), taking into consideration protected habitats, impact on flood defences, water quality and the decommissioning process once the ferry is no longer required.
- 6.7.3 The Temporary Ferry requires no foul drainage and service water will not directly discharge to this sewer and as such no change is proposed from the existing situation. Additional hard standing is minimal and as such limited drainage is required. A Drainage Strategy has been prepared for the north site area and there will be no additional risk of flooding as a result of the scheme.
- 6.7.4 As part of the ongoing operation and maintenance plan for the Hammersmith Ferry, the operator will also ensure that the Timber flood boards which make up the flood defence at the slipway in Hammersmith and Fuham are maintained while the pier structure is in place. It is envisaged that the initial inspection will be prior to work starting, with a further inspection prior to commissioning, and then periodic inspections during operation. An initial inspection interval of 6-months is anticipated but this is be varied depending on the results of the inspections.

6.7.5 The FRA and Navigational Risk Assessment demonstrates that that proposed Temporary Ferry would not be subject to significant flood risk and would not result in increased flood risk to third parties as a result of the implementation of the surface water drainage strategy. The proposal is therefore considered to be in accordance with the New London Plan Policy SI12 (flood risk management) and SI13 (sustainable drainage), Hammersmith & Fulham policies RTC1 (River Thames), RTC2 (access to the Thames riverside and foreshore) and RTC4 (water-based activity on the Thames), and London Borough Richmond upon Thames policy LP21 (flood risk and sustainable drainage).

Navigational Risk Assessment (NRA)

6.7.6 A Navigational Risk Assessment has been undertaken and is submitted with these applications. This Preliminary Navigation Hazard Analysis has assessed at a provisional level, the navigation impact of constructing two piers located immediately downstream of the current Hammersmith Bridge on the River Thames and the operation of a Temporary Ferry service.

6.7.7 A review of the proposed pier designs and ferry operation, along with consultation with the PLA, Thames Marine Services TRRC, and analysis of vessel track data was conducted to provide an evidence basis for the conclusions. The conclusions are:

- The pier locations and designs have been optimised sufficiently to mitigate navigational risk as much as possible and no amendments to the pier locations are recommended.
- Minimal alterations to the existing pier designs are required.

6.7.8 The primary recommendation of the preliminary navigation hazard assessment is that a full NRA is undertaken in line with PLA requirements for the installation, operation and decommissioning of the proposed piers and Hammersmith Temporary Ferry operation. This will be undertaken concurrently with the planning applications.

6.7.9 The risk assessment also considers impacts on the existing river users. The report concludes that the safety and amenity of the river users will be retained however suggests a series of potential mitigation measures which can be implemented on site.

- Signage warning of Hammersmith Pier or notification when booking transit - Signage warning of the presence of Hammersmith Pier and the need for craft transiting Hammersmith Bridge arch #2 downstream on an ebb tide to turn hard to starboard once the bridge is cleared.
- River Liaison Group set up to ensure the further assessment of navigational risk will may need to be carried out, this will include further stakeholder consultation and development of additional risk control measures that will need to be adopted and implemented to manage navigational risk. This forum would also sensibly develop/amend operational protocols.
- Local Navigation Protocol - Should Hammersmith Bridge be opened to unpowered recreational traffic clear and well communicated operational protocols will have to be developed collaboratively between the ferry

operation, existing commercial operations, local rowing clubs and other users to ensure adequate and safe integration and deconfliction of associated activities.

- Calling out point - Chiswick Eyot (navigating downstream) - a “calling out point” at Chiswick Eyot (or another appropriate location) be instated so that passing vessels can give advanced warning of their intention to transit Hammersmith Bridge.
- Provision of Rescue/Safety Boat - This vessel could alert crews to the operational protocols in place.

Energy and Sustainability

6.7.10 It should be noted that due to the infrastructure classification of the development there are no specific energy policy targets achievable (BREEAM) as no internalised spaces is being provided which could achieve the relevant credits. However, the proposed scheme retains excellent sustainable credentials especially when set out against the London Environment Strategy which provides overarching aims of achieving a Circular Economy.

6.7.11 Chapter 10 of the document specifically considers the ‘Transition to a low carbon circular economy’. It sets out that a low carbon circular economy is needed to help create a framework to protect the planet, tackle climate change, end poverty, and reduce inequality. The transition to a low carbon circular economy will create both opportunities and challenges for businesses. The Mayor will play a key role in creating, enabling and benefitting the transition to the circular economy.

6.7.12 Objective 10.1 of the Environment Strategy is to ‘Enable the transition to a low carbon circular economy’. This objective is defined through policies 10.1.1 and 10.1.2 which focus on how to build on London’s strengths and ‘grow the low carbon and environmental goods and services sector’ and ‘enable London’s businesses, academia and citizens to actively compete in and contribute to the low carbon circular economy’.

6.7.13 Of particular relevance to the built environment, the Environment Strategy’s circular approach to the use of resources is encouraged, ensuring that materials stay in use as long as possible, the amount of virgin materials required is reduced and recycling maximised.

6.7.14 The pier structures have been identified as they are pre-existing in use on the River Thames Network. The proposed ferries are also already part of the wider River Boat network. The use of modular components within the scheme encourages waste minimisation and waste avoidance through the reuse of materials and using fewer resources in the production and distribution of products as encouraged by S17 in the New London Plan.

6.7.15 Overall it is considered the sustainability approach is in accordance with the energy policies of New London Plan including policies S17 and GG3, LBHF policy CC2 (sustainable design) and LBR LP20 (climate change adaption).

6.7.16 Further details can be found in the enclosed Circular Economy Statement associated with these applications.

Air Quality

6.7.17 The entirety of Hammersmith & Fulham and Richmond Boroughs lie within an Air Quality Management Area (AQMA) identified as having exceedances of the annual mean nitrogen dioxide and 24-hour mean PM10

objectives. The supporting air quality assessment outlines the impact of construction broadly on air quality and specifically on receptors within 350m of the site boundary; or within 50m of carriageway used by construction vehicles.

- 6.7.18 The report concludes that the construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emissions. With these measures in place, it is expected that any residual effects will be 'not significant'. For these mitigation measures please refer to the Construction Environmental Management Plan (CEMP) enclosed with the applications.
- 6.7.19 The report also notes that the impact of increased traffic emissions arising from the additional traffic during construction on local carriageways, will have an insignificant effect on air quality at existing residential properties. The overall air quality effects of the Temporary Ferry service are therefore judged to be 'not significant'.
- 6.7.20 Overall, the development will have no adverse effects on local air quality conditions; thus no additional mitigation have been proposed for the operational phase.
- 6.7.21 The overall air quality effects of the Temporary Ferry are therefore judged to be 'not significant' and the proposal is in accordance with the air quality policies of New London Plan including policy SI1, LBHFF policy CC10 (air quality) and LBR LP10 (local environmental impacts, pollution and land contamination).

Noise and Vibration

- 6.7.22 A detailed Acoustic Assessment has been submitted alongside these applications in accordance with the NPPF, strategic and local policy. This assessment analyses the potential impact of the scheme associated with the operation of the ferry service and pedestrian movements.
- 6.7.23 The result of the assessment concludes that there will be no adverse effects created by the development. The potential for impact on amenity created by construction can be adequately mitigated by the CEMP submitted with the application. Due to the low intensive nature of the boats and the low speeds required to make the crossing the operation of the scheme will not have a wider impact on the acoustic character of the area
- 6.7.24 Overall it is considered that the impact of noise from the proposals are consider acceptable in accordance with New London Plan Policy D14, Hammersmith & Fulham's policy CC11 (Noise) and Richmond's policy LP10 (local environmental impacts, pollution and land contamination).

6.8 Impacts During Construction

Summary

- 6.8.1 Details of the construction process are contained within the Design and Access Statement and Construction Environmental Plan (CEMP). The Temporary Ferry terminals are prefabricated structures leaving minimal construction to be completed on site. Once assembled the superstructure will be sailed down the River Thames to be installed from the river. The river supports will be constructed using a barge to install the piles, a second barge will be used to deliver materials.

6.8.2 A CEMP has been included with these planning applications. This document is intended as a working document and captures the mitigation to be implemented throughout the construction and decommissioning of the Temporary Ferry Service.

Logistics

6.8.3 A detailed Construction Logistics Plan is included as part of the Transport Assessment to minimise the impacts associated with construction including the temporary minor increase of construction traffic in the area.

6.8.4 A Travel Plan also accompanies the Transport Assessment and provides details for the management of construction traffic during the construction and decommissioning phases of the development. During the operation of the Temporary Ferry there will be no additional traffic movements generated, rather it will serve the existing cycle and pedestrian traffic that currently relies on the Grade II* Hammersmith Bridge.

6.8.5 Waste management is discussed within the CEMP accompanying these applications. Appropriate controls will be implemented within the site for the control and handling of waste and as no dredging is proposed there will be minimal waste. Minimal excavation is required due to limited piling and any waste will be removed from site in accordance with the conditions specified within the draft CEMP. As such, the proposal is in accordance with LBHF Policy T7 and LBR Policy LP24 (waste management).

Working Hours

6.8.6 In accordance with New London Plan Policy D14, Hammersmith & Fulham's policy T7 (Construction) and Richmond's policy LP10 (local environmental impacts, pollution and land contamination) noise generating construction processes will be minimised where possible. This is assisted by the proposed strategy to install the majority of the piers via the River Thames reducing the proximity of plant and equipment to surrounding vulnerable uses.

6.8.7 Given the nature of the works required to construct within the River Thames, works may be required to be completed outside of the standard core hours. These works are limited to those that do not cause significant noise or disturbance and will exclude piling and other intrusive processes. Further details can be found in the CEMP.

6.8.8 Given the tight timeframes for which this Temporary Ferry must be built in, it is proposed that the construction working hours for the Temporary Ferry are flexible and align with those set out by the government, or where works are required outside of this, they will be undertaken in accordance with the CEMP and associated Section 61 process, to be submitted to the LPAs post approval of planning.

Ecology

6.8.9 The recommendations of the Preliminary Ecological Appraisal and Aquatic Ecology Report have been incorporated into the draft CEMP, this is to ensure the environmental considerations are taken into account during construction and decommissioning phases.

6.8.10 Mitigation measures will be implemented through adherence to the draft CEMP which will be built into contracts. Reference should be made to the CEMP for all mitigation measures proposed specifically for the ecological impacts to the River Thames and banks.

Air Quality

6.8.11 Mitigation measures for the construction and decommissioning of the Temporary Ferry are outlined in the enclosed Air Quality Assessment and have been developed in accordance with the Greater London Authorities' SPG on The Control of Dust and Emissions During Construction and Demolition (GLA, 2014b).

6.8.12 Consideration has also been given to appropriate monitoring during construction. The measures will be implemented through the CEMP. The development will have no adverse effects on local air quality conditions; thus, no additional mitigation measures will be required for the operational phase.

Noise

6.8.13 Mitigation measures for the construction and decommissioning of the Temporary Ferry are outlined in the enclosed Acoustic Assessment and have been developed in accordance with the relevant British Standards as well as the Control of Pollution Act.

Summary

6.8.14 The proposed construction methodology has been designed to reduce the impact on surrounding areas and ensure that construction times are kept to a minimum. In accordance with Policy SI15 the use of the River Thames has also been maximized for the transport of freight and materials. As such the proposal is considered in accordance with New London Plan Policies D14, SI1 and T7, Hammersmith & Fulham's policy T7 (Construction) CC9 (Air Quality) and CC10 (Noise) and Richmond's policy LP10 (local environmental impacts, pollution and land contamination)

6.9 Employment, skills and training

6.9.1 London Borough Richmond upon Thames Policy LP 29-B (education and training) sets out that the Council will promote local employment opportunities and training programmes. Where the employment opportunities generated by construction as well as the end use of the development create more than 20 Full Time Equivalent (FTE) jobs, a Local Employment Agreement will be required.

6.9.2 London Borough Hammersmith and Fulham's Policy E4 (local employment, training and skills development initiatives) states that the council will require the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments and in larger employment generating developments, including visitor accommodation and facilities, when these are completed. Local businesses will be encouraged to adopt the London Living Wage.

6.9.3 A priority of the council is to understand and address skills shortages and it will negotiate Section 106 planning obligations with developers proposing large scale employment generating activity (usually over 200 jobs),

including visitor accommodation and facilities, skills training, work placements, apprenticeships and targeted local recruitment campaigns in order to make best use of the added value of employing local labour.

- 6.9.4 The proposed Temporary Ferry will result in a net increase in jobs on a temporary basis during construction and circa 20 Full Time Employees. The jobs will be based on site and will be formed of varied skill sets. In line with Policy E4 and LP29 the applicant will seek to engage with both Richmond and Hammersmith and Fulham Councils to ensure that adequate training and opportunities are provided to the local area.

7.0 Post Consent

7.1 Reinstatement

- 7.1.1 Upon conclusion of the ferry service the entire superstructure of the piers will be fully removed, including the brow, abutments, ramps and pier structures. Most substructure works will be fully removed with only the river piles and abutment piled foundations terminated below ground level, protected and covered.
- 7.1.2 As outlined in the Open Space Strategy, upon decommission of the Temporary Ferry Piers, a Landscape Design Strategy will be implemented to return and better the spaces utilised for the Temporary Ferry landing areas. The details of this are being developed in close consultation with the Residents Association on the northern side and London Borough Hammersmith & Fulham. The southern area will be developed in consultation with London Borough Richmond upon Thames. This strategy will be secured by planning condition.
- 7.1.3 The carriageway, crossovers, footways, Thames Paths and street furniture affected by the works will be reinstated (unless otherwise agreed with the boroughs). Refer section 6 of the Design and Access Statement for details.

7.2 Draft Conditions and Obligations

- 7.2.1 It is expected that the London Borough Hammersmith & Fulham and London Borough Richmond upon Thames will impose planning conditions should permission be granted. Such conditions should not be imposed unless they are both necessary and effective, and do not place unjustifiable burdens on applicants (Circular 11/95).
- 7.2.2 Owing to the tight programme associated with the Temporary Ferry the applications has been submitted with a full suite of documents to ensure no pre-commencement planning conditions or obligation are required. We are however happy to work with the Councils in relation to planning conditions regulating the on-going use of the site and compliance conditions relating to its construction and use.
- 7.2.3 A summary of the proposed conditions are listed below.
- Compliance - commitment through application to providing employment opportunities to the local area.
 - Compliance with Travel Plans - ensuring that the measures of the Travel Plan are fully implemented and monitored on site
 - Compliance - Protection of Trees to ensure works are carried out in accordance with the submitted arboricultural details which form part of the planning submission.
 - Compliance with the CEMP / CLP – Ensuring construction measures are implemented to reduce impacts.
 - Compliance - Continued inspection/maintenance of the flood defence boards as part of the flood defence strategy.

- Prior to Occupation – Submission of a signage strategy document for wayfinding for the area.
- Prior to Occupation – Submission of a public realm strategy in relation to works immediately adjacent to the pier landing points.
- Post Occupation - commitment to developing landscaping scheme following removal of the piers and revised biodiversity net gain assessment.

8.0 Conclusion

- 8.1.1 The proposal put forward by TfL in these planning applications represents a key driver in reopening the Hammersmith Bridge for residents and cyclists and allow the key parties to continue to explore the necessary options to repair Hammersmith Bridge.
- 8.1.2 The proposed Temporary Ferry service and associated piers are fully supported by local and strategic planning policy being key to strategic transport infrastructure in accordance with New London Plan Policies T1 and T2.
- 8.1.3 It has also been set out in this statement how the proposed ferry service will have an acceptable, and in many cases beneficial, influence on residents within the Boroughs with minimal impact in terms of amenity impact. The ferry will provide accessibility across the River Thames in an area which has suffered from poor connectivity since the closure of the Hammersmith Bridge. This improvement in connectivity has significant benefits for the immediate and wider area, providing access to key transport interchanges and local infrastructure on both sides of the river.
- 8.1.4 The proposed timetable has been designed to deliver a reliable and punctual service from 06:00 – 22:00 on weekdays and 08:00 – 22:00 at weekends. The service shall have a capacity in excess of 800 passenger movements per hour during peak times and over 500 passenger movements per hour during off-peak periods.
- 8.1.5 The proposed vessels can transport up to 62 passengers in an enclosed heated cabin fitted with comfortable airline-style seating. The journey, which will be fully accessible with step-free access is via boarding ramps through double doors on either side of the cabin allowing the same safe and efficient boarding experience for all customers and the proposed service will also accommodate cyclist who wish to cross.
- 8.1.6 The proposed service will also connect into the wider TfL network. Live information will be made available for customer journey planning with information made available when there are disruptions within the service.
- 8.1.7 The pier locations have been chosen as they reflect the most efficient sites to deliver the new Temporary Ferry service while ensuring minimal environmental and amenity impacts. The piers have been designed in accordance with national, strategic and local policy to reduce the potential for ecological effects and impact to amenity of surrounding residents.
- 8.1.8 As demonstrated by the supporting document enclosed with these applications the environment impact of the proposed temporary structures and ferry service will be minimal and adequately mitigated through measures outlined. The proposals are temporary in nature and planning permission is being sought for a maximum of 3 years. This ensures that any minor impacts are also temporary in nature.
- 8.1.9 The proposed temporary planning applications for the Temporary Ferry service is considered consistent with the relevant planning policies set out within the New London Plan, London Borough Richmond upon Thames Local Plan and London Borough Hammersmith and Fulham Local Plan and is wholly in keeping with the National Planning Policy Framework. It will provide a key service of strategic importance to the wider area and should be granted planning permission.

8.1.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that determination must be made in accordance with the development plan unless material considerations indicate otherwise. The Application is in accordance with both the adopted and emerging development plan and planning permission should be granted for these planning applications.

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