

Safety information

Plantation Wharf Pier LLP

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1.0 Introduction

This document is the Operational Management Plan (OMP) for Plantation Wharf, London. The OMP has been prepared using current best practice (the Yacht Association, 2007) regarding the operation of marinas in the UK

The operation management of the marina will be managed by the contents of this document.

The OMP covers the following areas of operations:

- Types of moorings;
- Fleet mix;
- Operational Management
- Environment
- Health, Safety, Security and access.

2.0 Types of Moorings

Plantation Wharf will provide mooring facilities for residential and leisure vessels only.

A residential vessel in this application, is defined as a former trading vessel that retains its main means of propulsion but that has otherwise been converted to full time residential accommodation and can be classed as a house boat. It is intended that such a vessel will be the owner's only or main residence, such that Council Tax is therefore paid on the vessel. A leisure vessel is self powered, river worthy, capable of navigation and is for recreational use only.

The proposed layout provides a berthing length of approximately 290m. This will be used as set out in table 2.2.

Table 2.2 – Types of Moorings

The mix of residential/leisure users catered for is as follows:

Types of Moorings	% Marina	Total Length
Residential	90%	377m
Leisure	10%	30m

The majority of the residential and leisure moorings will be sold. However, the leaseholder agreements will include the requirements of this operational management plan, where appropriate. The OMP will in turn be appended to the lease of moorings as a supporting document.

3.0 Description of Vessels' Eligibility

The expected fleet mix for the marina is set out in Table 3.1

Table 3.1 – Fleet Mix

Type of Moorings	Residential	Leisure
Maximum Length (m)	40	15
Maximum Draft (m)	1.8	1.6
Typical Length (m)	30-35m	15
Typical Number of Vessels	11	2

3.2 All vessels moored at the marina will comply with the requirements of this OMP and the mooring agreement or lease dependent upon which instrument is in force, unless there are exceptional circumstances relating to health, safety or the environment. All vessels wishing to moor must:

- Not exceed the dimensional criteria specified in Table 3.1; with the further limitation that no vessel will have a beam in excess of 5.35m and that all vessels must fit within the relevant mooring envelope that will be no greater than 5.5m in width.
- Arrive, and remain able to depart at any time, under their own power;
- Appear seaworthy and appropriate for the marina's location in the opinion of the management company;
- Vessels must have self-contained onboard sanitary facilities that are compatible with the Pier infrastructure. All black and grey water waste will be pumped ashore for disposal from vessels via the Pier infrastructure provided.

Any vessels that do not comply with these requirements will not be permitted to moor.

4.0 Operational Management

4.1 A management company will undertake the day to day management of the pier. Emergency contact will be available 24hrs/day. Signs to the management office will be provided at the access point to the berths.

4.2 The pricing structure for the berths will be based upon the current market rates at the time the charges are levied. All visitor berth users will be required to make advance bookings via telephone or email.

4.3 Electricity and potable water provided to the moorings will be metered and charged as appropriate. It is not intended to charge separately for the sewerage pump out system, this function is included within service charge.

4.4 Where there is any dispute over interpretation of the marina operations, the management company's decision will be final. The following detailed information will be provided on the notices:

- Requirement to comply with all Port of London byelaws and regulations whilst arriving, mooring and embarking from the marina;
- Contact details for the Management Company;
- Emergency details for the Management Company;
- Marina constraints and mooring licence requirements;
- Movement/handling restrictions.

5.0 Statutory Influences

5.1 All operational management of the moorings will be in accordance with the current PLA guidance and the River Works Licence.

5.2 Access to the marina and associated structured will be provided to any

Statutory Authority that may require it to carry out their duties, providing reasonable notice is given. These are expected to include:

- London Borough of Wandsworth;
- Port of London Authority;
- Environment Agency;
- Department of Environment, Food and Rural Affairs.

6.0 Environment

6.1 The marina is situated in relatively shallow water and at extreme low water events the expected draft beneath the pontoons and moored vessels may be less than 0.5m.

6.2 The berth location assigned to reach vessel will be selected with due consideration to the available draft. Vessels with greater drafts will be moored at locations offering a greater depth of water, which will typically be on the outer face of the pontoons.

6.3 No vessels will be permitted to use lighting that shines directly into the water.

6.4 The management company will reserve the right to immediately terminate the mooring licence or visitor agreement of any user who, in the opinion of the Management Company,

allows or undertakes, in or on the vessel, any act that causes nuisance or growing annoyance to the other berth holders, other lessees, adjacent properties or the general public. The decision of the Management Company in this matter will be final.

6.5 No vessel may undertake repairs to the propulsion system or any other system that may result in a discharge to the river. No hull scraping, cleaning or painting shall be carried out whilst moored.

6.6 No sanitary facilities are provided at the site and all vessels must have self contained onboard sanitary facilities. A sewage pump out system will be accessible from each berth.

6.7 Domestic waste collection will be provided using purpose made containers provided on the pontoons. The management company will organise the refuse collection and recycling service.

6.8 No fuel facilities are provided at the marina. Information on sourcing fuel will be provided by the marina management on request.

7.0 Health, Safety, Security and Access

7.1 The Health and Safety of persons using the facilities will be the primary concern of the management. Life saving equipment is provided and its condition and good working order will be monitored and maintained in accordance with the manufacturer's requirements. Fire control and prevention procedures will be implemented in line with the recommendations of TYHA 2007 and other relevant legal requirements.

7.2 No vessel will be permitted to use the electricity supply unless their electrical connections are in good working order and appropriate to the pontoon connections.

7.3 No unauthorised persons will be permitted onto the berthing pontoon or brow. Access and egress will be controlled by an anti-climb, vertical barred security gate. Authorised persons will be limited to employees of the management company and registered users. There will be no public access. Access control will be by code and/or swipe card, with an emergency release button positioned at/on the riverward side of the gate.

7.4 Pedestrian access can be gained along the existing public river walk, or via the footpath through the site from the road. Vehicular access to the moorings will not be available except in emergencies.