

CONTROLLED DOCUMENT STATUS

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P02	S2 - Suitable for information	22.04.25	Updated with Manager's comments	UG	MR	TKHB
P03	S2 – Suitable for information	21.01.26	Updated with access gate system update	MR	MR	TKHB

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1 INTRODUCTION

1.1.1 This document is the Operational Management Plan (OMP) for the moorings at Oyster Pier. It supplements the mooring agreement and/or sub lease for individual moorings.

1.1.2 This document must be read in conjunction with the Risk Assessment found in Appendix A.



Figure 1–1 Location of Oyster Pier

Source: Google Earth

1.1.3 The OMP has been prepared using current best practice guidance (TYHA 2015) regarding the operation of marinas in the UK.

1.1.4 For the avoidance of doubt, the following definitions apply:

- *Management*: Oyster Pier LLP or their appointed agents.
- *Residential moorings*: permanent moorings for vessels used as a home address.
- *Visitor moorings*: temporary moorings for vessels used for recreational purposes.

- 1.1.5 This OMP has been discussed with the Port of London Authority (PLA) and Wandsworth Borough Council.
- 1.1.6 The servicing and management of the pier is of paramount importance to ensure that the development is kept to appropriate standards, avoiding any unwanted visual or other intrusion into the area.
- 1.1.7 This OMP has been reviewed and updated by Beckett Rankine Limited in January 2026.

2 HEALTH AND SAFETY

2.1 Management Responsibilities

2.1.1 The marina management holds the Health and Safety of their staff and the users of the marina in the highest regard. To ensure this commitment is fully incorporated into the management and operation of the marina, the following documents are publicly available:

1. Operational Risk Assessment (Appendix A).
2. A Safer Riverside - GUIDANCE FOR DEVELOPMENT ALONGSIDE AND ON THE TIDAL RIVER THAMES (Port of London Authority) (see <https://pla.co.uk/safer-riverside>).
3. A Code of Practice for the Design and Construction of Marinas and Yacht Harbours (The Yacht Harbour Association) (see <https://www.transeuropemarinas.com/mdocs-posts/the-yacht-harbour-association-code-of-practice-v7-2015/>).

2.1.2 The Operational Risk Assessment highlights residual risks, mitigations, and actions to be taken by the freeholder and the vessel owners.

2.1.3 Fire control and prevention procedures will be implemented in line with the recommendations of TYHA 2015 and other relevant legal requirements.

2.1.4 Live saving equipment is provided throughout the pier. Regular inspections will be made to ensure this equipment remains present and in working order at all times as set out within Section 3.

2.1.5 Safe navigation within the area is important to ensure that those using the moorings and passing traffic can proceed without significant risk to people, property, business, or the environment. As set out in the Inspection and Maintenance Regime in Section 3, the management will make regular inspections to ensure that vessels are adequately moored and do not extend beyond the authorised limits of the moorings.

- 2.1.6 Navigation lights located on the corners of the pier will be maintained in accordance with the manufacturer's recommendations and operated in accordance with the requirements of the PLA.
- 2.1.7 When requested for advice regarding approaches to the moorings, the pier management will refer users to this OMP and appropriate navigation authority guidance. Users will be reminded that the safety of a vessel remains the responsibility of the master at all times.
- 2.1.8 All equipment, lighting and services provided will be maintained in accordance with the manufacturers' instructions.

2.2 Access

- 2.2.1 No unauthorised persons will be permitted onto the pier. Access and egress will be controlled by a security gate. Authorised persons will be limited to employees of Oyster Pier LLP and registered users only. There will be no public access. Access control will be by code and/or swipe card.
- 2.2.2 Access to the pier relies on an external electrical supply. In the event of a power cut or loss of power, uninterrupted egress must be guaranteed through fail-safe or appropriately backed-up systems. Under no circumstances should a loss of electrical power result in the access gate remaining locked.
- 2.2.3 The pier operator is responsible for ensuring that the installed UPS and associated access-control equipment are regularly tested and remain fully functional at all times. The operator must also implement documented procedures for prolonged power loss which could drain the UPS, these procedures must include timely notification of all pier users. Improvised dismantling of the gate mechanism is not an acceptable contingency measure and must not be used as an alternative to proper fail-safe design and maintenance.
- 2.2.4 Deliveries and loading of bulky items can be undertaken by prior agreement with the caretaker.

2.2.5 Emergency services will be permitted access to the pier, and management will be notified following any incident requiring an emergency response.

2.3 Mental Health Awareness

2.3.1 If you or someone you know is struggling with thoughts of self-harm or suicide, please reach out for help immediately. Resources and support are available. You can reach out to a suicide prevention hotline, contact a mental health professional, or get in touch with marina management.

1. NHS Assistance
 - a. [NHS Mental Health Helpline](#)
 - b. [NHS Mental Health Services](#)
2. Charities and other assistance:
 - a. [MIND](#) – Telephone Number: 0300 123 3393
 - b. [Samaritans](#) - Telephone Number: 116 123
 - c. [Shout](#) – Text “SHOUT” to 85258

2.3.2 Remember, seeking help is a sign of strength, and your well-being is a priority.

3 INSPECTIONS AND MAINTENANCE REGIME

3.1 Inspections

3.1.1 The Operator will perform visual surveys on the marina and moorings biennially, with a more detailed survey involving non-destructive testing (NDT) performed on the structural components every five years.

Item	Scope	Frequency
Mooring inspection	Regular inspections to ensure that vessels are adequately moored and do not extend beyond the authorised limits of the moorings. Navigational and deck lights to be checked for correct functioning. Check that safety equipment is present and in good condition, gangways are clear and free from trips and obstructions.	Monthly
Access gate	Regular inspection to ensure that the UPS and associated access-control equipment are functioning correctly.	Monthly
Visual Inspection Survey	Landside and riverside walkover of the moorings to ensure the moorings are in good working condition and highlight potential areas of concern. This includes consideration of the available riparian safety equipment. This will be carried out by management staff or someone similar.	Every year
General Visual Structural Inspection	Inspection of all the moorings, from the landward side and riverward side. Identify any defects and particular areas of concern. A suitably qualified and experienced engineer to carry this out.	Every 2 years
Detailed structural inspection	Inspection of the pontoons, mooring piles, deck, furniture and fittings, connections, gangways and transition points, painted surfaces etc. A suitably qualified and experienced engineer to carry this out.	Every 5 years

3.1.2 The management should be informed of all identified defects immediately, and all defects will be rectified as soon as possible.

4 VESSELS AND USERS

- 4.1.1 Oyster Pier LLP will provide mooring facilities for up to 10 permanent, residential vessels, in addition to one facilities vessel. Up to 4 visiting moorings will be available for leisure craft. Visitor vessels will not require a licence but will be expected to conform to all rules, regulations and constraints in addition to those laid out in this document.
- 4.1.2 Users are required to adhere to the policies and regulations set out in the OMP (and any subsequent revisions) and assist in its implementation. Users are also required to enter and be bound by an appropriate mooring agreement.
- 4.1.3 No instrument, apparatus or equipment can be installed on vessels which causes noise or vibration, which is a statutory nuisance or causes damage to the premises, nearby vessels or residents.
- 4.1.4 No generator or boat engine will be operated between the hours of 9 PM and 6 AM.
- 4.1.5 All walkways, decks and other access areas will be kept clear of lines, hoses, cables and other obstructions.
- 4.1.6 The premises, pontoons or vessels may not be used for any dangerous, noxious, noisy or offensive occupation or for any illegal or immoral purposes.
- 4.1.7 No business shall operate from any vessel or the pontoon at any time.

4.2 Permanent residential moorings

- 4.2.1 All vessels moored at the pier will be constructed to a standard specification and maintained to be riverworthy at all times.
- 4.2.2 Vessels shall not exceed 40 metres in length, 5.5 metres in beam and 2 metres in draught.
- 4.2.3 All vessels must be insured and evidence of such provided to Oyster Pier LLP upon demand at any time.

4.2.4 All vessels must be kept in a neat and tidy condition. Tenants are responsible for keeping the water area around their vessel clear of rubbish.

4.2.5 No pets are allowed on Oyster Pier unless agreed in writing with Oyster Pier LLP.

4.2.6 Vessels must be kept clean externally, with no more than 12 months between hand washes to remove surface grime. They must also be subject to a full boatyard external refurbishment at least every 5 years to ensure that the quality of the vessel's appearance is maintained to an appropriate standard.

4.3 Visitor moorings

4.3.1 No more than 4 visitor vessels can be moored at any one time.

4.3.2 The maximum stay for any visiting leisure craft will be 14 days, with no return within seven days.

4.3.3 All applications for moorings must be accompanied by evidence that the users are appropriately experienced in handling their vessels on tidal waterways. Additionally, all vessels must meet the following criteria to be eligible for consideration for a berth:

1. Arrive and remain able to depart at any time under their own power
2. Appear riverworthy and appropriate for the pier's location in the opinion of the management
3. Be equipped with the necessary firefighting and lifesaving equipment
4. Hold current licenses from the relevant navigational authority
5. Be equipped with adequate mooring bollards and mooring lines to enable the vessel to be moored securely
6. Be capable of mooring in such a way as to not encroach beyond the authorised limits at whichever berth is to be used
7. Be able to ground and dry out safely
8. Not exceeding 3.5 metres in beam, 1.5 metres in draught, and 20 metres in length

9. Ballasted to reduce the impact of wash
 10. All vessels where persons may remain onboard overnight must have their own sanitary facilities that do not discharge to the river.
- 4.3.4 Any lapses in meeting the criteria set out above by either users or vessels may result in immediate revocation of the mooring agreement.

5 ADMINISTRATION

- 5.1.1 The caretaker will undertake day to day management of the facility and will make daily inspections.
- 5.1.2 All operational management of the moorings will be in accordance with current PLA guidance and the River Works Licence.
- 5.1.3 Access to the pier and associated structures will be provided to any statutory authority such as the London Borough of Wandsworth, PLA, Environment Agency (EA), that may require it to carry out their duties, providing reasonable notice is given.
- 5.1.4 Notices explaining the detailed rules and regulations will be posted on the pier, and the caretaker will be available to explain these.
- 5.1.5 The pier management will endeavour to answer queries and resolve any disagreements between pier users promptly and efficiently. The decision of the management will be final on all matters of interpretation of this document and any other marina rules or regulations.
- 5.1.6 When the caretaker is not available, emergency contact will be available 24 hours a day with the emergency services.
- 5.1.7 The marina will include a notice board in a public location displaying the following information:
1. Contact details for the pier manager
 2. Health and Safety Policy
 3. Emergency Contact Numbers (incl. harbour master, EA, PLA, coast guard)
 4. Local services, taxis and other amenities as appropriate
 5. Instructions to access tidal forecasts and Notices to Mariners on the PLA's website
 6. Instructions to access all pier regulations, management and safety information, the pier's River Works Licence

- 5.1.8 The management will be responsible for the safe and prudent management of the pier. Any users may have their usage curtailed and/or berthing agreement revoked at any time if the management consider their behaviour, or that of their guests, is:
1. Contravening the mooring agreement, pier rules, policies and/or requirements of this document, statute or requirements of a government department, local regulatory or public authority
 2. Inappropriate behaviour causing a nuisance or offence to other users, surrounding residents or members of the general public
 3. Causing material inconvenience, disturbance, injury or damage to the premises, pontoon, other vessels or to members of the public
 4. Aggression towards marina staff, other users, or members of the general public

6 FACILITIES

- 6.1.1 All refuse is carried ashore and stored for periodic collection on a purpose-built bin store on the adjacent quayside. Recycling materials are taken to the nearby local authority facilities.
- 6.1.2 All vessels are provided with main electricity and water via the service bollards. All bollards are fitted with meters. The metering system and associated service for the supply of energy and water are provided by Metermacs DVR (ref. <https://meter-macs.com/>).
- 6.1.3 Sanitary facilities are also provided, linking into the mains sewer under the riverside path. All vessels must be equipped to connect to this system as a matter of obligation within the mooring agreement.
- 6.1.4 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. The caretaker will check for compatibility prior to authorising use of the electrical supply.
- 6.1.5 Electricity and water provided to the visitor moorings will be charged on a pay as you go basis.
- 6.1.6 Sewage pump out facilities are available for visitor vessels 24 hours a day and can be arranged with sufficient notice to the management, subject to compatibility with the pier system.
- 6.1.7 No on-site toilet or shower facilities will be provided. All vessels where users stay overnight must be fitted with onboard sanitary facilities.
- 6.1.8 Users are required to take responsibility for the fittings on their own vessel necessary for connection to the provided utilities. The fitness for purpose of these fittings will be considered in the marina management's consideration of seaworthiness.

7 ENVIRONMENT AND POLLUTION CONTROL

7.1 Environmental Compliance

7.1.1 The management will ensure the moorings comply with all environmental legislation, local bylaws, and other rules relating to their operation at all times. The marina management will engage with the relevant authorities as required.

7.1.2 Where practical, the management will ensure that the marina operation meets these agencies' current best practice guidance. The management will provide all users with references for any guidance that may enable them to contribute to the environmental performance of the moorings.

7.1.3 No discharges to the river of any liquid or solid waste are permitted.

7.1.4 All foul water connections will be regularly inspected to ensure they are fit for purpose and will not cause accidental spillage during use.

7.1.5 No fuel facilities are provided. Management will provide information on sourcing fuel on request. Refuelling is not permitted whilst moored. Users are not permitted to undertake maintenance that involves the disposal or discharge of any hazardous substances whilst berthed at or within the waters or the immediate area. This includes, but is not limited to:

1. Painting
2. Engine maintenance
3. Propulsion system repairs
4. Anti-fouling

7.1.6 In the event of an accidental fuel spillage, the management should be informed immediately to enable spill kits and other appropriate actions to be taken. The management will then inform the statutory authorities (EA and PLA), and liability for all costs associated with the clearance of fuel spillages will rest with the vessel owner.

7.1.7 Noise pollution is strictly prohibited. Noise pollution may be caused by, but not limited to, any of the following:

1. Audio equipment, radios or televisions.
2. Engines, generators or other mechanical equipment.
3. Car or boat alarms.
4. Use of tools and equipment.

7.1.8 Any user found to be in contravention may, at the discretion of Oyster Pier LLP, have their mooring licence or visitor agreement immediately revoked.

APPENDICES

APPENDIX A OPERATIONAL RISK ASSESSMENT

APPENDIX B PIER PLAN SKETCH

APPENDIX A OPERATIONAL RISK ASSESSMENT



BECKETT RANKINE
Marine Consulting Engineers

Project Title **Oyster pier**
Phase **01**

Prepared by **MR**
Checked by **MR**

HAZARD	EFFECT			RESULTING RISK (S x L)		ACTION			RESULTING RISK AFTER DESIGNER'S ACTIONS (S x L)		RECOMMENDED ACTION BY OTHERS
						Mitigation by Owner	S	L			
Unauthorised Access	Theft, injury to Residents/Visitors	4	2	8	MEDIUM	Make sure that the security gate with sensor pad has a short-timed closure. Signage and CCTV cameras where required, overlooking the site.	4	1	4	LOW	Berth holders encouraged to keep gates locked and not to provide access to unauthorised people
Falling from pontoons	Injury, death to vessel owners/visitors from drowning	4	3	12	HIGH	Handrails restrict access to vessels and it is accepted that the leisure craft users have an understanding of the risks, however nominal chain railing is provided to demark the edge. 4 No. Ladders and 3No. lifebuoys are provided along the quay wall. There are also 17No. lifebuoys on the pier.	4	2	8	MEDIUM	All vessel are required to carry life saving equipment. Vessel owners asked to ensure family & visitor understand the risks. Children should be supervised at all times. Warning signs to be installed on the pier with contact information for the RNLI and harbour master. No objects should be placed on the deck that restrict access to the life-saving equipment.
Pollution of watercourse	Environmental damage	3	3	9	MEDIUM	No refuelling system provided. Sewage pump out system provided. No vessel repairs to propulsion system or any other system that may results in a discharge to the river. No hull scraping, cleaning or painting.	3	1	3	LOW	Mooring Agreement prohibits fuelling & re-fuelling at the berths and vessel repairs
Slips and Trips	Injury to vessel owners/ visitors	3	4	12	HIGH	Area is lit and additional level lighting is provided on bollards. The Deck is made from non-slip material. Bollards positioned to the edge of the pontoons to reduce trip hazards from services cables & hoses. Mark any unavoidable trip hazards for high visibility.	3	2	6	MEDIUM	Mooring lines & services should be positioned as far as possible to minimise the risk of trips. The use of deck area for storage by berthed vessels should also be prohibited. Regular inspections should be undertaken by the facility management to ensure that there are no trip hazards present.
Degradation of pier structure	Injury to vessel owners/ visitors	5	2	10	HIGH	Biennial walkover inspections to identify loose joints/cleats/fixing or uneven floats	5	1	5	MEDIUM	Berth Holders to contact management team as soon as a problem is identified
Failure of services	Residents/visitor without services	3	2	6	MEDIUM	Services installed & commissioned by experience Contractors.	3	1	3	LOW	Berth Holders to contact management team as soon as a problem is identified
Collision with Thames Clippers or other vessels	Injury, death to vessel owners/visitors	5	2	10	HIGH	Contingency plan to be put in place. Navigational lights to be maintained regularly.	5	2	10	HIGH	Ensure navigational lights are regularly checked and pier users are told to inform management as soon as they notice malfunctioning lights. Owners to ensure vessels have sufficient visibility markers.
Vessel sinking	Injury, death to vessel owners/visitors	5	2	10	HIGH	Regular review of moored vessels at the pier. Contingency plan to be put in place.	5	1	5	MEDIUM	Berth holders to ensure that their vessels are properly maintained.



BECKETT RANKINE
Marine Consulting Engineers

Project Title **Oyster pier**
Phase **01**

Prepared by **MR**
Checked by **MR**

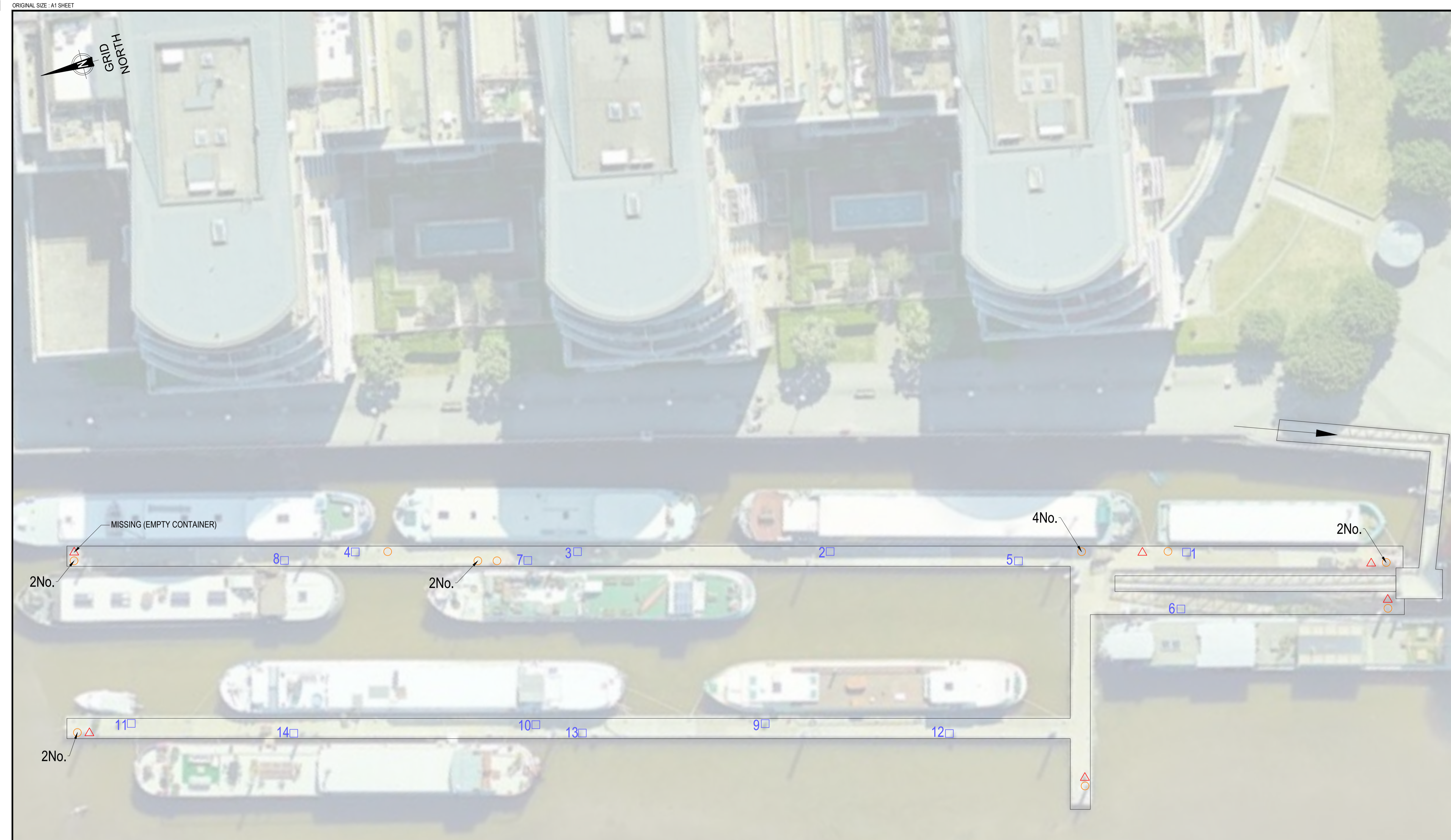
HAZARD	EFFECT	5	2	RESULTING RISK (S x L)		ACTION			RESULTING RISK AFTER DESIGNER'S ACTIONS (S x L)		RECOMMENDED ACTION BY OTHERS
				10	HIGH	Mitigation by Owner	S	L	5	MEDIUM	
Vessels breaking adrift	Injury, death to vessel owners/visitors	5	2	10	HIGH	Regular review of condition of the mooring attachments and lines. Contingency plan to be put in place, along side a storm action plan.	5	1	5	MEDIUM	Berth holders to regularly check their mooring lines.
Fire	Injury, death to vessel owners/visitors	5	2	10	HIGH	Access to pontoons from the quay is limited and therefore fire fighting equipment (6No. fire extinguishers) is installed on the pier.	5	1	5	MEDIUM	Mooring agreement prohibits the storage or use of combustible or inflammables substances (except fuel). In addition, all vessels must be equipped with suitable fire fighting equipment.
Vermin (Weils disease)	Illness possible death to residents/visitors	5	2	10	HIGH	Refuse is not to be stored on the pontoons.	5	1	5	MEDIUM	Berth holders encouraged to use bins & not store rubbish on pontoons. Regular inspections should be undertaken by the facility management to ensure that rubbish is not stored on the pontoons.

Resulting Risk Matrix		1	2	3	4	5
		Very Unlikely	Unlikely	Possible	Likely	Very Likely
1	Insignificant	Very Low	Very Low	Low	Low	Medium
2	Slight	Very Low	Low	Medium	Medium	High
3	Moderate	Low	Medium	High	High	Very High
4	Severe	Low	Medium	High	Very High	Very High
5	Very Severe	Medium	High	Very High	Very High	Very High

	Severity	People	Assets	Financial	Environmental	Reputation
1	Insignificant	Near Miss	Slight Damage	Order of £1k or less	Near Miss	Client Awareness
2	Slight	Minor Injury	Minor Damage	Order of £10k	Minor Impact	Client Level Impact
3	Moderate	Life Changing Injury	Moderate Damage	Order of £100k	Moderate Impact	Loss of Client
4	Severe	Fatalities	Significant Damage	Order of £1M	Major Impact	Regional Impact
5	Very Severe	Multiple Fatalities	Total Loss	Order of £10M or more	Devastating Effects	Industry Wide Impact

	Likelihood	Occurrences	Probability
1	Very Unlikely	No Record	1/10,000 years
2	Unlikely	Rarely observed	1/1000 years
3	Possible	Known cases	1/100 years
4	Likely	Well documented	1/10 years
5	Very Likely	Recurring	1/1 years

APPENDIX B PIER PLAN SKETCH



NOTES :

LEGEND

- △ FIRE EXTINGUISHER
- LIFEBOUY
- SERVICE BOLLARD

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REV	DATE	DRN	CHK	APP	DESCRIPTION
P01	09.04.25	UG	MR	TKHB	ISSUED FOR INFORMATION



TITLE
**OYSTER PIER
 PIER PLAN SKETCH
 ITEM LOCATIONS**