



# Assessment of Boatyard Facilities on the River Thames for the Greater London Authority

Final Report

25th April 2007

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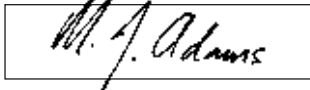
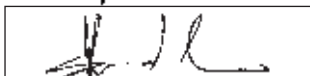
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## Executive Summary and Recommendations

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### **20% increase in number of vessels registered for commercial use on the River Thames 1999 – 2006**

1 There has been an overall increase of 20% in the number of commercial vessels registered for use in London from 604 in 1999 to 727 in 2006. The most significant change is the 25% increase in the number of Class 5 passenger vessels that are licenced by the Marine and Coastguard Agency (MCA). The MCA expects at least six new vessels to enter service in 2007 and also for passenger vessels to increase in number during the period up to 2012.

2 There has been a growth in the number of larger catamaran – type vessels since 2000 and more are on order for delivery in 2007. Operators have also acquired new single hulled vessels since 2000.

3 The growth in the numbers of tugs, barges and other commercial craft is also significant and the new requirement for inspection by the PLA out of the water will increase the dry docking and maintenance needs for these non-passenger carrying vessels.

### **The availability of boatyards in Greater London has remained largely unchanged since 2000**

4 The availability of the main boatyards in Greater London providing services for both passenger boat and private boat owners has remained unchanged since 2000.

5 There is concern among some operators of the impact of residential proposals on adjoining sites. There is a proposal to relocate Thames Dry Docking services to Bay Wharf, Greenwich as a result of a residential led development of land adjoining the existing site at Pipers Wharf.

### **Policy 4.C.18 of the London Plan 2004 appears to be effective in protecting boatyards in London from redevelopment for other uses**

6 The retention of boatyards is in part due to the implementation of Policy 4.C.18 of the London Plan and related local plan policies by London boroughs. It is also clear that the Planning Decisions Unit of the Greater London Authority has been picking up the need to protect boatyards in its comments on strategic planning applications that are subject to Blue Ribbon policies.

### **Boatbuilding**

7 Only two boatyards regularly build boats. These are MSO Marine Construction on the River Brent at Brentford and Bridge Boathouses at Richmond. All the other boatyards are mainly engaged in maintenance and conversion work.

### **There have been few improvements to the quality or capacity of boatyards in Greater London since 2000**

8 There have been few improvements to the quality of facilities or capacity of boatyards at boatyards in Greater London since 2000. The most significant improvements have taken place at Thames Dry Docking, Greenwich with the installation of larger floating dry docks.

#### **Public sector requirements**

9 There are significant public sector requirements for maintenance facilities such as the three Woolwich ferries, River Police boats, LCDFA fireboats and the piers operated by London River Services (LRS). In part these needs are met by dedicated workshops at Woolwich (for the Woolwich ferry) and Wapping (for the River Police).

#### **Lack of emergency facilities**

10 There is a lack of facilities for emergency repair to propellers, rudders etc. Operators overcome this deficiency by grounding vessels at low tide in Central London or using the hard at Putney for emergency repairs. The MCA requires an inspection of vessels out of the water following a collision or grounding accident, there is a lack of dry dock capacity available for such emergency surveys in Greater London.

### **Insufficient capacity for larger vessels in London results in the use of shipyards in the Thames estuary and East Coast ports**

11 The constraints in terms of the limited capacity to dock larger vessels in London results in the use of shipyards in the Thames Estuary and in the East Coast ports. Particularly important are Denton Ship Repairs, Gravesend; PLA Denton Wharf, Gravesend; Gillingham Marina; A&P Dry Dock, Ramsgate (now re-opened under new management); Acorn Shipyard, Rochester and ABP Port of Lowestoft. R J Turk and Sons has opened a new facility at No. 7, Slipway Chatham Historic Dockyard that is being marketed to Thames based passenger boat operators.

### **Reliance on Thames Estuary and East Coast shipyards poses significant problems**

12 There are a number of problems with the need to use shipyards in the Thames Estuary and on the East Coast:

- these shipyards are under threat from residential-led 'regeneration' schemes – George Prior at Ipswich has closed since the last study in 2000 and Acorn Shipyard has in the past expressed concerns about the impact of the residential-led Rochester Riverside scheme on its operations;
- there is a time penalty in using these shipyards particularly if vessels become storm bound;
- there is a risk of damage at sea to vessels making the coastal passage; and
- a number of the larger vessels are not certificated by the MCA to make the passage to East Coast ports.

There is an unmet need for a modern covered boat repair facility in London that is capable of docking the larger Thames passenger vessels

13 Many of the operators spoken to in the course of this study have identified the need for a dedicated modern facility to maintain vessels in or adjoining Greater London.

14 Our findings indicate that the deficiency of modern facilities for the larger vessels is the most important issue. This was a matter raised by consultees in the 2000 study for the PLA but it has become a bigger issue due to the growing numbers of larger vessels and the more intensive use that is being made of them.

**There is a larger range and number of boatyard facilities available for private boat owners than for commercial operators**

15 There are 16 boatyards (see Table 2.3) that mainly undertake work for private boat owners. In addition the 7 boatyards that are used by commercial boat operators also provide services for private boat operators. There is a larger number and variety of facilities available for privately owned boats than for commercially operated vessels.

## Recommendations

**London Plan Policy 4C.18**

1 The success of the implementation of Policy 4.C.18 in protecting boatyards should be noted. Continued vigilance is necessary in the use of this policy to ensure that boatyards are actively protected and improved as working facilities and not simply retained in developments to provide heritage features.

**A site for a new boatyard to maintain passenger boats, support vessels and river piers**

2 Simply seeking to protect existing facilities will not ensure that there is adequate capacity to meet the maintenance requirements of Thames based passenger boats, tugs and barges. The Mayor should seek to identify a site for a new boatyard to serve the maintenance needs of larger passenger vessels, piers (principally those operated by London River Services) and support vessels. Possible sites include:

- land allocated for marine industry at Gallions Point Marina / Newham College in the Royal Albert Basin Development Framework that is adopted by Newham Council as supplementary planning guidance (this site is subject to the constraints of being in the public safety zone of London City Airport);
- wharves that are no longer viable for cargo, such as Minoco Wharf, Silvertown, London E16; and
- sites that are located in or adjoining areas occupied by industry or infrastructure that are unsuited for housing and hence do not present problems of high land values or the potential for complaints by residential neighbours. Indicative locations are suggested in paragraph 5.15.

**Action should be taken to improve the availability of facilities for emergency repair**

3 The more intensive use of public passenger vessels increases the need for emergency repair – for example to free fouled propellers or to replace damaged



propellers. This deficiency could be remedied by a dedicated facility such as a submersible pontoon / floating dry dock or by providing additional capacity at existing or proposed boatyards.

**The importance of Thames Estuary and East Coast boat yards in maintaining London – based vessels should be recognised by the Mayor through dialogue with SEERA/EERA and SEEDA/EEDA on the planning and economic issues concerning marine industries**

4 This report has identified the importance of boatyards downriver of Greater London in maintaining piers and larger commercial vessels. A number of these boatyards have closed since 1999 and others are at risk from proposals for residential development on adjoining sites. This report advocates a greater self-reliance on boatyard facilities in or immediately adjoining Greater London. At present boatyards down-river of Greater London perform an important role and we recommend that the Mayor discusses this issue with representatives of SEERA/EERA and SEEDA/EEDA and the relevant local planning authorities.

**The opportunity to link the provision of new boatyard facilities with training in marine industry skills should be explored**

5 A number of respondents to this study have identified a deficit in the various skills that are need to maintain and improve vessels. Any proposals for new boatyard facilities should explore the opportunity to include links with local colleges to develop training provision in marine related skills.

**The opportunities provided by the public sector activities and facilities in maintaining boats and passenger vessels should be explored**

6 Two of the best staffed and equipped boatyards are operated by the public sector to maintain River Police patrol boats and the Woolwich ferry. They may have capacity to undertake work for other organisations (such as the work that is undertaken for RNLI by the River Police workshop at Wapping) or provide opportunities to assist in training programmes for marine based skills.

**Opportunities should be taken to provide additional facilities for private boat owners in the redevelopment of Thames side sites**

7 The provision of additional facilities for privately owned boats should be encouraged as part of regeneration proposals on waterfront sites in accordance with the Blue Ribbon policies of the London Plan 2004. The pressing need, however, is for improved facilities for commercial vessels.

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## Introduction

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1.1 This report takes as a starting point 'Establishment of Criteria to Safeguard Boatyards on the River Thames, February 2000', that Adams Hendry undertook for the Port of London Authority (PLA), Environment Agency (EA), the London Planning Advisory Committee (LPAC) and other bodies in 1999 / 2000. That study identified a large number of boatyards, marinas and some of the larger residential mooring sites between Sunbury and Canvey Island.

1.2 The project brief for this study opens with the Mayor's "duty to consider the desirability of promoting and encouraging the use of the River Thames safely, in particular for the provision of passenger transport services and for the transport of freight (GLA Act 1999, Section 41)."

1.3 The brief makes reference to the safeguarding of 50 wharves by the Secretary of State and draws attention to the fact that other support activities and facilities are also vital to delivering greater use and enjoyment of London's waterways. London Plan Policy 4.C.18 sets out the Mayor's approach to protecting other waterway support facilities, infrastructure and activities, including boat building, servicing and repair activities, mooring sites and posts, boat houses and boatyards, slipway, steps and stairs and other landing or stopping places.

1.4 The draft Further Alterations to the London Plan, published in September 2006, set out a commitment to commission further research on the provision of boatyard facilities, which may consider the need for recommending the safeguarding of facilities or other measures to ensure that this industry continues to operate at an appropriate level in London.

1.5 Section 2 of this study reviews and updates the original boatyard study. This study focuses on boatyards and facilities that are located in Greater London that are subject to Policy 4.C.18 of the London Plan. In addition, the current status of a number of sites outside London that are, or have been, used by Thames boat operators is also studied. The findings are set out in Section 2 and the updated boatyard record sheets are attached as Appendix 1.

1.6 Section 3 reviews the current demand for boatyard facilities as a result of consultation with boatyard users and operators. It identifies for example the seasonal nature of demand for most work on passenger boats and the way that other demands, such as the conversion and repair of houseboats, is carried out at other times.

1.7 Section 4 outlines the key findings. What is the adequacy of the existing facilities? How well do they meet the needs of boat operators – particularly those providing passenger and freight services? What opportunities are there to improve facilities?

1.8 Section 5 identifies opportunities to improve boatyard facilities in Greater London.

1.9 Section 6 deals with the role of statutory safeguarding in protecting boatyard sites from other competing waterfront uses. The report concludes that simply protecting existing boatyards is unlikely to ensure that there are adequate facilities for the growing numbers of vessels in use on the River Thames and that it is necessary to identify new site(s) for additional facilities. This need is particularly pressing for larger public passenger vessels.

## Review of Adams Hendry Study of 2000 and changes 1999 - 2006

2.1 The 2000 study has been updated by means of e-mail and telephone enquiries and some site visits. The updated information is set out in Appendix 1. We have updated information for all of the boatyards, marinas and the larger residential mooring sites in Greater London. In addition we have updated information for the following sites outside Greater London that have been used by Thames boat operators or have the potential to do so.

- (1) Environment Agency dry dock Sunbury
- (2) Former R J Turk and Sons boatyard Sunbury
- (40) Berth 21, Tilbury Docks
- (41) Lay Construction Gravesend
- (42) Denton Ship Repairs
- (43) PLA Marine Services, Denton Wharf
- (44) No. 7 Covered Slipway Chatham Historic Dockyard

### **The key boatyards used by passenger boat operators and waste operators**

2.2 There are seven boatyards in Greater London that are in regular use by passenger boat operators. All seven of these yards that were in use in 1999 are in use today (see Table 2.1).

**Table 2.1**  
***The key boatyards in Greater London used by passenger boat operators and waste operators***

<b>Boatyard</b>	<b>Comment</b>
(4) TMP Marine, Platts Eyot, Hampton	Terrace Hill Developments submitted a planning application for 74 dwellings on adjoining industrial land in February 2005.
(11) Francis H Newham, (Shipyards), Swan Island, Twickenham	Unchanged since 1999.
(14) Eel Pie Slipways, Eel Pie Island, Twickenham	Thames Cruises has obtained 100% ownership since 1999.
(21) Colliers Dry Dock, Isleworth	Planning permission obtained from Hounslow Council in 2004 to roof this floating dry dock but not yet implemented.
(22) B J Wood Dry Docks, Isleworth	No change except for neighbour objection restricting range and timing of operations that can be carried out.
(34) Thames Craft Dry Docking Services Ltd. Greenwich	There is a S106 obligation in relation to development at Lovell's Wharf to relocate the dry dock to Bay Wharf.
(36) Cory Barge Works, Charlton	Currently undertakes a significant amount of work for third party operators because facilities are too small for many of Cory's own craft.

2.3 Thames passenger boat operators also make use of boatyards on other parts of the River Thames, the Medway and East Coast ports. Refits of larger vessels such as the Woolwich ferries or HMS Belfast may take place further afield around the coast (most recently at Hull and Portsmouth respectively). The key sites outside Greater London used by passenger boat operators and waste operators are set out in Table 2.2.

**Table 2.2**

***The key boatyards on the Thames outside Greater London, Medway and East Coast ports used by passenger boat operators and waste operators***

<b>Boatyard</b>	<b>Comment</b>
(1) Environment Agency Dry Dock, Sunbury	The Environment Agency has marketed the adjoining yard for residential development but the dry dock is still available for third party use. Passenger boat operators book the facility up to three years ahead. Used by R J Turk and Sons and other up river operators. Residential development could prejudice heavy engineering operations on the site.
(2) R J Turk and Sons, Sunbury	Site sold by Turks. Planning permission for residential development on street frontage and live / work unit in boatyard. Remains to be seen if facility will become available again.
(40) Berth 21, Tilbury Docks	Not a boatyard but currently being used by Woods River Cruises for £2M refit of the Silver Sturgeon
(42) Denton Ship Repairs, Gravesend	No change but subject of proposals for waterfront mixed use / residential development on either side of site by Gravesham Borough Council. Objected to by PLA (see below)
(43) Denton Wharf, Gravesend	PLA has improved facilities to include new workshops, hoist dock, hardstandings and grit blasting facility for buoys and small craft. Now makes facilities available to third parties. The PLA has objected to Gravesham Borough Council's proposals for residential development between Denton Slipway and Denton Wharf.
(44) No. 7 Covered Slipway, Chatham Historic Dockyard	Chatham Historic Dockyard Trust has renovated the shell of this building at a cost of £3M. R J Turk and Sons is fitting it out to bring it back into use for boat repair. It is marketing the facility to Thames passenger boat operators.
(5) Lay Construction, Gravesend	Was building fast ferries for White Horse Ferries in 1999 but both operations have ceased and the site is being redeveloped for other uses.
Gillingham Marina	A modern high quality facility used by PLA and Thames Clippers - restricted to 25m loa vessels.
A&P Dry Dock, Ramsgate	One of the few dry docks large enough for the biggest Thames vessels but on an exposed and restricted site. A&P Ramsgate has gone into liquidation – likely to re-open with new operator.
George Prior, Ipswich	Was used by Woods River Cruises for Silver Sturgeon in 1999. Has closed down since.
Acorn Shipyard, Rochester	Particularly used for fabricating and restoring piers and pontoons. Threatened by Rochester Riverside development. Reprieved but housing is being built in the surrounding area that was previously in commercial / wharf use.

2.4 There has been only limited investment in new facilities to respond to the growth in size of passenger and freight vessels. At the time of the study in 1999 Collier's Launches had successfully appealed against enforcement action by Hounslow Council to moor a larger dry dock (39.6 metres x 7.9 metres capacity) in the backwater adjacent to Isleworth Ait. The firm obtained planning permission to roof the dock in 2004 but this has not been implemented yet.

2.5 In 2004 Thames Craft Dry Docking Services Ltd. installed a new floating dry dock that is 58.5 metres long x 14.5 metres wide that is capable of lifting vessels up to 1600 tonnes. A larger dry dock that is capable of docking the largest Thames passenger boat is moored downriver, awaiting the proposed relocation of Thames Craft Dry Docking Services Ltd. to Bay Wharf.

2.6 Denton Slipway (that is located downriver of Greater London) was overhauled in 2002 to slip craft of up to 700 tonnes. It is an important facility for the maintenance of the larger catamaran – type passenger vessels and also for pontoons and piers, such as Greenwich Pier.

2.7 All of the sites described in paragraphs 2.4 – 2.6 operate in the open. There are proposals to roof Collier's Dry Dock. Thames Craft Dry Docking Services Ltd. proposes to roof its dry docks following its relocation to Bay Wharf.

2.8 Cory Environmental is working on a scheme to redevelop the barge works at Charlton so that it can be used to maintain larger vessels (particularly tugs) this would remedy the lack of capacity for these vessels that was identified in the Adams Hendry 2000 report.

2.9 Key facilities outside Greater London that have been lost to passenger boat operators providing services in London include:

- R J Turk and Sons, Sunbury;
- Lay Construction, Gravesend; and
- George Prior, Ipswich

### **The boatyards used by private boat owners**

2.10 A wide variety of boats are in private use on the River Thames for pleasure and as "live aboards". These include river cruisers, sailing boats and houseboats. There are significant numbers of former working boats such as tugs and police launches that are maintained for recreational use. There is a particular demand for vessels such as Dutch barges that are suitable for conversion to use as houseboats. Table 2.3 sets out the main boatyards that undertake work on privately owned vessels. There are 16 boatyards in total. Since the 2000 study the boatyard operated at Hewetts Quay, Barking on the River Roding by Barking and Ilford Navigation Company has been redeveloped for residential use. A site that was derelict on Eel Pie Island due to fire damage has been restored as a covered slipway now called Phoenix Wharf and is available for boat repair. In terms of numbers of facilities there has been no significant loss of facilities since 2000.

2.11 Only one boatyard operator has expanded significantly since 2000. MSO Construction has acquired the lease of the SPL Marine site adjoining Thames Lock, Brentford (on the River Brent) from British Waterways. In addition it has recently acquired a lease on a derelict dry dock on Johnson's Island from British Waterways with the intention of bringing it back into use. MSO Marine Services Ltd. is one of only two Thames-based boatyards that regularly builds boats. A significant proportion

of the business comprises work on barges, many of which are used as “live aboard”.

2.12 In addition to the boatyards listed in Table 2.3 the boatyards listed in Table 2.1 also undertake work on privately owned vessels.

**Table 2.3**

***The key boatyards in Greater London used by private boat owners***

<b>Boatyard</b>	<b>Comment</b>
(3) Otter Marine, Platts Eyot (LB Richmond)	Two large listed covered slipways. Planning application submitted in February 2005 by owners (Terrace Hill Developments) for restoration of listed boat sheds. 74 residential dwellings, improved bridge access with a two-way vehicular bridge, change of use of buildings to a restaurant/café, visitor centre, associated landscaping and works.
(4) TMP Marine Services Platts Eyot (LB Richmond)	
(5) Hampton Ferry Boatyard Hampton (LB Richmond)	Engine repairs, moorings and operates Hampton Ferry.
(6) Tim Barfield Marine, Hampton (LB Richmond)	Boat repairs and moorings.
(8) TW Allen and Son (Yachts) Ltd.	Boat repairs and moorings.
(9) Harts Boatyard, Thames Ditton (LB Kingston)	Principally boat hire and moorings.
(10) Teddington Harbour Ltd (formerly Suntest Marine)	Marine engineering, moorings, chandlery.
(15) Phoenix Wharf, Eel Pie Island	Covered slipway reconstructed following fire damage as part of a redevelopment for business uses.
(16) Eel Pie Boatyard	Dry dock etc – mainly works on DIY basis
(17) GS and EA Bell Eel Pie Island	Principally a mooring basin with slipway for maintenance of house boats.
(20) Bridge Boathouses, Richmond. (LB Richmond)	Building and repair of skiff, punts and cutters.
(24) MSO Marine Services Ltd. Brentford (LB Hounslow)	A major boat building and repair facility carried out on three sites owned by British Waterways on the River Brent adjoining Thames Lock Brentford. Chas Newens Marine is in the process of negotiating with the Council (Wandsworth) to extend the lease and also expand the showroom and workshop areas into a separate building.
(29) Chas Newens Marine, Putney	
(30) Chelsea Yacht and Boat Co.	A significant repair facility associated with houseboats moored along Chelsea Embankment at Cheyne Walk.
(32) South Dock Marina Southwark	Full range of repair facilities for yachts and powered vessels.
(38) Gallions Point Marina Royal Docks	Full range of repair facilities for yachts and powered vessels.

### Public sector boatyards in Greater London

2.13 There are two boatyards operated by the public sector on the River Thames in Greater London. These comprise the boatyard that maintains vessels for the River Police at Wapping and the workshops that maintain the Woolwich Ferries at Pier Approach, Woolwich. (There is a third public sector boatyard operated by the Lee Valley Regional Park Authority at Springfields Marina, Clapton on the River Lee Navigation).

2.14 The River Police facility is built on piles over the river and patrol boats are raised by means of a hoist into the modern workshops for servicing and repair. The Woolwich Ferry workshops are the biggest boatyard employers in Greater London. There are 32 members of staff who are employees of Greenwich Council. The staff has the full range of skills that is necessary to keep the three ferries in operation and undertake all necessary work apart from major refits. The last major refits were undertaken in Hull. All three vessels are scheduled for a major refit in 2009.

**Table 2.4**  
**Public sector boatyards in Greater London**

<b>Boatyard</b>	<b>Comment</b>
(31) River Police, Wapping High Street (LB Tower Hamlets)	Maintenance of patrol boats at purpose built facility partly constructed on piles over the river.
(37) Woolwich Ferry Workshops, New Ferry Approach, Woolwich (LB Greenwich)	Maintenance of Woolwich Ferries berthed on grid in River Thames. Engineering workshops.

### Vacant boatyards in Greater London

2.15 There are five vacant boatyards in Greater London. Three of these (George Simms Racing Boats, Lion Boat House and Petersham Boat services) were originally used for building and storing small craft such as skiffs and rowing eights. Hucks Boatyard and Lots Ait are larger facilities that include dry docks. Both of these yards were vacant in 2000. Richmond Borough Council is currently considering a planning application for restaurant, new house and retention of boat yard facilities at Hucks Boatyard, Hampton Court (planning application reference 06/3677/FUL). Hounslow Council had sought to secure the re-use of the Lots Ait dry docks through a S106 agreement attached to the planning permission for the mixed-use development at Ferry Quays, Brentford. The developer has failed to deliver a number of the river-related elements of what is otherwise a residential scheme and Hounslow Council is considering taking enforcement action to remedy this.



**Table 2.5**  
***Vacant boatyards in Greater London***

<b>Boatyard</b>	<b>Comment</b>
(7) Hucks Boatyard, Hampton Court (LB Richmond)	Vacant in 2000. Planning application for restaurant, new house and retention of boat yard facilities at Hucks Boatyard, Hampton Court (P.A. REF 06/3677/FUL).
(12) George Simms Racing Boats, Eel Pie Island (LB Richmond)	Vacant in 2000. Andrew Sims has relocated the racing boat and oar business to Goring on Sea.
(13) Lion Boat House, Eel Pie Island (LB Richmond)	Mezzanine inserted and partly used as offices (did not require planning permission).
(19) Petersham Boat Services (LB Richmond)	LB Richmond has required the reconstruction of the boat house as part of a planning application assessed in 2003.
(25) Lots Ait, Brentford (LB Hounslow)	Vacant in 2000. Hounslow Council is in the process of commencing legal action with regard to the provision of upgraded facilities on the River Thames in line with a section 106 agreement for the Ferry Quays development.

## **Conclusion**

2.16 There are some 24 operational boatyards in Greater London. Of these:

- about seven are regularly used by passenger boat and freight operators
- one boatyard is dedicated to maintaining police boats and
- one boatyard is dedicated to the maintenance of the Woolwich ferries.

2.17 Section 3 of this report shows that boatyards in Greater London are not adequate to meet the needs of London based operators. The main boatyards that are used outside Greater London are shown in Table 2.2. The geographic spread extends from Sunbury to Ramsgate. A number of these boatyards have closed or have been under pressure from adjoining redevelopment proposals since 2000.

## Demand for Boatyard Services in Greater London

### Vessel licensing

3.1 The MCA licences Class 5 vessel that carry more than 12 passengers on the River Thames. There are two categories of waters:

- Class B non-tidal Thames from Teddington to Oxford
- Class C tidal Thames downriver of Teddington Lock

3.2 The licence is issued following an inspection of the boat out of the water that takes place as follows:

- new vessels - 3 times every 5 years; and
- older vessels – every year.

3.3 Inspection out of the water is also required following collisions and grounding.

3.4 The PLA is responsible for licensing craft for hire carrying less than 12 passengers and also tugs barges and other craft. Since 1st June 2006 the PLA has required that these vessels are inspected out of the water once every five years.

**Table 3.1**  
**Vessels registered with the Marine and Coastguard Agency (MCA) and Port of London Authority (PLA)**

	<b>1999</b>	<b>2006</b>	<b>Percentage change 1999 -2006</b>
Class 5 Passenger vessels (more than 12 passengers (MCA)	79	99	25%
Passenger craft less than 12 passengers (PLA)	10	38	280%
Private craft for hire less than 12 passengers (PLA)	8	20	150%
Tugs and barges and other commercial craft (PLA)	507	570	12%
PLA sub total	525	628	20%
<b>Total</b>	<b>604</b>	<b>727</b>	<b>20%</b>

3.5 The figures show an overall increase of 20% since 1999. The most significant change is the 25% increase in the number of Class 5 passenger vessels. Coupled with the frequency for the inspection of vessels out of the water, the figures in Table 3.1 show the core requirement for dry docking commercially operated vessels on the River Thames.

## Freight

3.6 The two major types of freight cargos that operate to the wharves in Greater London are waste and minerals. Cory Environmental manages three river served transfer stations and serves a fourth in the London Borough of Tower Hamlets. The operation employs 200 people and operates a fleet of six purpose built tugs and 47 container barges, transporting over 600,000 tonnes of waste by river each year for disposal at the company's Mucking site. Cory Environmental is considering opportunities to expand its towage operation in relation to the proposed Energy from Waste Power Station at Belvedere and the opportunities to use River wharves for the collection and transport of recyclables. Cory Environmental has a long established boatyard facility at the Cory Barge Works, Charlton that includes three covered dry dock slipways, grids and engineering workshops. Cory's informed the 2000 study that some of their new tugs were too large to fit on the slipways. Partly as a result there was spare capacity on the slipways that was used to maintain vessels operated by the PLA, passenger boat operators and private owners. Cory is currently working on proposals to rebuild the dry dock slipways so that they can accommodate larger vessels. Cory has declined to share the proposals with this study because it considers that they are not sufficiently advanced. A possible consequence of improvements would be the loss of the existing facilities that are used currently by passenger boat operators.

3.7 Mineral operators land crushed rock and dredged aggregates at wharves in Greater London using a variety of coasters and dredgers. These are generally maintained at home ports and there are no facilities to maintain these craft in Greater London. Typical shipyards for maintaining these vessels include Acorn Shipyard Ltd., Rochester that has fought to stay in existence in the face of the proposals for the residential-led Rochester Riverside scheme by Medway Council / SEEDA. The shipyard is now incorporated into a revised scheme. Acorn Shipyard is also used to maintain some Thames piers and passenger vessels.

## Passenger Boat Operators

3.8 The public passenger fleet on the tidal Thames numbers approximately 140 vessels. It comprises a mixture of sightseeing / party boats and boats operating scheduled passenger boat services such as Thames Clippers and Thames Executive Charters. There are broadly two types of vessels. Firstly there are the single hulled vessels that generally have the configuration of a traditional Thames river steamer. Many upriver commercial passenger boats on the services from Westminster to Hampton Court have old hulls that have been modernised and re-engined over the year. These hulls have been purpose designed to overcome the navigation problems between Kew and Richmond at low water. These navigation difficulties coupled with the available air height under bridges at high tide restrict the overall dimensions of vessels that can be used on upriver services. In general these vessels are of a size and shape that are appropriate for the existing slipways and floating dry docks.

3.9 Secondly there are vessels based on a catamaran configuration. Some of these such as the Thames Clippers are capable of high speed operation others such as the Bateaux boats use the catamaran format to maximise the dining area for its leisure services. Older slipways and some floating dry docks cannot accommodate these wider twin hulled vessels. Operators of the larger catamarans use Thames Dry Docking Services Ltd. and boatyards down river of London at locations such as Denton Ship Repairers (Denton Slipway), Gravesend, the former A & P dry dock Ramsgate and Acorn Shipyard Rochester. However, there is a reluctance to use boatyards that require a coastal voyage because vessels can sustain damage (as happened to the Dixie Queen recently) or become storm bound.

3.10 The MCA has advised this study that special consent is needed to take Class 'C' vessels to east coast ports for maintenance because they are not certified for normal use in coastal waters. Thus the larger vessels making passages to coastal ports for dry docking may require:

- loadline exemption certificate;
- installation of navigation aids;
- a different crew experienced in coastal waters; and
- shuttering of windows etc. to protect against potential damage.

3.11 The results of a survey of passenger boat operators showing the boatyards that are used for maintenance are set out in Table 3.2.

**Table 3.2**  
**Boatyards used by Passenger Boat Operators**

<b>Passenger Boat Operator</b>	<b>LRS Comments</b>	<b>Name of boatyard(s) used for refit / repair</b>
Absolute Pleasure Boats	MV Royalty	Thames Dry Docking, Greenwich
Bateaux London / Catamaran Cruisers	Operates 6 vessels	Thames Dry Docking, Greenwich
Campion Launches / Viscount Cruises	Operates 2 vessels	No response
Capital Pleasure Boats	Operates 3 vessels	Thames Dry Docking, Greenwich
Chas Newens	Operates small vessels	Chas Newens
City Cruises	Operates 5 large vessels + a variety of medium sized craft.	BJ Wood for most vessels Acorn, Rochester for Millennium catamarans
Colliers Launches	Operate 4 vessels	Colliers Dry Dock
Crown River Cruises	Operates 5 vessels	Thames Dry Docking, Greenwich
King Cruises	Operates Kingwood	TMP Marine Services Platts Eyot
Livett's Launches / Thames Luxury Charters	Operates 2 Mississippi style riverboats and other vessels.	B J Wood & Sons Eel Pie Slipways Cory Barge Works Denton Ship Repairs ABP Port of Lowestoft
London Party Boats	Operates MV London Belle	Denton Ship Repairs
Lower Thames and Medway Passenger Boat Company	Operates Princess Pocahontas from Gravesend	No response
Thames Clippers	Operates 6 clippers + another 6 on order for delivery in 2007	A & P Dry Dock Ramsgate closed until recently so using Thames Dry Docking, Greenwich
Thames Cruises	Operate 5 vessels	Eel Pie Slipways Ltd
Thames Executive Charters	Operate 3 launches and MV Henley.	PLA Denton Wharf Eel Pie Slipways
Thames Leisure Ltd.	Operates 5 vessels	No response
Topsail Events and Charters	Operate sailing barges	Ramsgate Harbour Slipway Standard Quay, Faversham
Turks Launches	Operate 6 vessels	Environment Agency Sunbury – inaccessible winter 06/07 so using No.7 Slipway Chatham and Eel Pie Slipways
Westminster Party Boats	Operate 3 vessels	Thames Dry Docking
Woods River Cruises	Operate 4 vessels	A & P Dry Dock Ramsgate Acorn Shipyard, Rochester Denton Shipyard Thames Dry Docking, Greenwich

## **Operators of public services**

### *London River Services*

3.12 London River Services (LRS) that is a part of Transport for London is responsible for operating the Woolwich Ferries. The ferries are maintained in the largest boatyard facility in Greater London in terms of employees (see para 2.14 above). In addition LRS operates eight of the principal piers in Central London. The piers have their own maintenance requirements that are described in Appendix 3. The eight pontoons of Greenwich pier were last renovated by Interserve at Denton Ship Repairers, Gravesend. Most of the other piers are new and arrangements for their refit have yet to be established.

### *London Fire Brigade*

3.13 London Fire Brigade operates two fireboats from a pontoon adjoining Lambeth Fire Station for use on river incidents. The pontoon was towed by tugs to and from a slipway in Rochester for a 10 year refit in 2002. The fireboats Firedart and Fireflash have been refitted at Francis H Newman (Shipyards) Ltd, Twickenham.

### *River Police*

3.14 The patrol activities of the River Police have been reduced such that the boats are now operated from a single base at Wapping. There is a purpose built boatyard for maintaining patrol boats at Wapping. Emergency cover on the River Thames in London was augmented in January 2002 by the establishment of three RNLI stations at Teddington, Chiswick and Tower Pier.

### *Port of London Authority*

3.15 The Port of London Authority operates various harbour master patrol boats, salvage and driftwood vessels in Greater London. The PLA operates its own boatyard facilities at Denton Wharf Gravesend that has facilities to maintain buoys and small patrol craft. The PLA has recently installed a new hoist dock and travel that can raise vessels up to 65 tons and 21/22 metres long by 6.8 metres beam – providing they are properly balanced. The facilities at Denton Wharf are not sufficient to maintain all the PLA's craft. The patrol craft are maintained at Gillingham Marina. The salvage craft (30 x 10 metres x 300 tonnes) is refitted at ABP Port of Lowestoft. (See Appendix 4).

## **Privately owned vessels and houseboats**

3.16 The variety of different types of privately owned vessels is matched by the range of boatyards set out in Table 2.3. A clear fact emerging from consultation with the boatyards listed in Table 2.2 is that the peak demand for work on passenger boats is during the winter low season. These boatyards are available for privately owned boats and houseboats during the rest of the year. There is a market for the restoration and conversion of vessels for use as houseboats. The limited source of supply of vessels such as Dutch barges is resulting in the construction of new barges by MSO Marine Services at Brentford and also by E & S Powell on the Grand Union Canal at Bulls Bridge, Hayes. Both sites are owned by British Waterways and were originally used for tug and barge building.

### *Boat Safety Scheme*

3.17 Most boats registered with the Environment Agency for use on the River Thames above Teddington Lock or with British Waterways for use on the London canals need to meet the requirements of the Boat Safety Scheme (BSS). A boat inspection is required every four years. It acts as a 'MOT' and the main concerns are to protect boaters from fire hazards and carbon monoxide poisoning. A boat inspection can be carried out on the mooring but it may be necessary to have remedial work done in a boatyard.

3.18 The inspection covers matters such as fuel lines, appliances, electrics and ventilation. It is not necessary to lift the boat out of the water as the inspection does not cover the hull, propeller or steering gear. However, private boat owners will usually use boatyards to lift their boats every two to four years for inspection and repainting, depending on the material that the hull is made from.

### **Rowing clubs and youth organisations**

3.19 In the late Victorian period there were a large number of boatyards between Chiswick and Chertsey that were engaged in building Thames skiffs and racing boats. A number of these firms operated until recently but have relocated as the technology has changed from wooden to composite construction. Lola, the sports car manufacturer, has acquired Ayling and the firm now operates from Huntingdon. George Simms Racing Boats has relocated from Eel Pie Island to Goring-on-Sea. The only remaining builder of racing skiffs, punts and cutters together with recreational small craft is Bridge Boat Houses, Richmond. The firm also supplies skiffs and cutters to sea scouts and community based clubs in London.

### **Historic Vessels**

3.20 62 of the 1200 vessels listed on the National Register of Historic Vessels are registered as being located in London. Many are Thames barges that operate from locations such as St. Katherine's Dock. The refitting of these vessels is usually undertaken in specialist east coast yards in locations such as Maldon. Facilities for maintenance of the wide range of historic motor vessels are available in the boatyards listed in Tables 2.2 and 2.3 above. However, there are no facilities on the River Thames for large vessels such as HMS President or HMS Belfast. For these vessels most work is undertaken in situ. The vessels have to be towed to a dry dock when work is necessary below the waterline. The largest London based historic vessel is HMS Belfast. It is 187 metres long and displaces 11,500 tons. Brad King, Director of HMS Belfast, has informed this study that " We went to Portsmouth in 1999 because of the dearth of facilities in the Thames at that time. Because of this we of course had to go to sea and had to wait at Tilbury for a storm to pass over. The coatings that were applied in 1999 should not require inspection for 30 years or so and we cannot predict whether we will need dry docking then or whether new products will be available that will negate the need for docking."

### **Emergency Facilities**

3.21 There is a particular problem about the lack of facilities for emergency repair. Each of the Thames Clippers requires emergency attention to the propellers on an average of four occasions per year. Currently the firm uses the hard at Putney for repairs but this loses approximately eight hours of operational time (see Appendix 2). The firm is planning a submersible pontoon at Trinity Buoy Wharf to deal with emergency work in the future. Gallions Point Marina offers use of its lock as a wet dock with PLA divers to free fouled propellers. Eel Pie Slipways can make capacity available in emergency, if necessary by returning less urgent jobs onto moorings in the river. Eel Pie Slipways can only dock single hulled vessels.

3.22 The MCA has drawn particular attention to the lack of a dry dock on the River Thames capable of docking the largest passenger vessels that are in regular use. This means that a vessel that has sustained damage needs to make a passage in coastal waters to be dry docked. Poor visibility in the Thames means that an inspection by diver may not be a satisfactory alternative.



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## Key findings

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### **20% increase in number of commercial vessels registered for use on the River Thames 1999 – 2006**

4.1 Table 3.1 shows there has been a 20% increase in the use of commercial vessels in London from 604 in 1999 to 727 in 2006. There has been a 25% increase in the number of Class 5 passenger vessels licenced by the MCA during the same period. The MCA expects at least six new vessels to enter service in 2007 and also for passenger vessels to increase in the period up to 2012.

4.2 There has been a growth in the number of larger catamaran – type vessels but operators have also acquired new smaller, single hulled vessels since 2000.

### **Changes in availability of boatyards in Greater London 2000 – 2007**

4.3 As noted in paragraphs 2.2 and 2.4 the availability of the main boatyards in Greater London providing services for both passenger boat and private boat owners has remained unchanged since 2000.

4.4 Although there has been no significant reduction in the number of facilities the ownership of some boatyards by property developers and the submission of planning application for residential development nearby has led to concerns by boatyard operators that their facilities are under threat.

### **The quality of facilities**

4.5 Most boatyards have fairly basic facilities. A number of key boatyards for passenger boat operators such as the floating dry docks of Thames Dry Docking and Colliers Launches are uncovered and carry out all operations in the open. Eel Pie Slipways has a roof but no doors so the slipway is exposed to wind in the winter. Boatyard owners recognise the need for improvements but the difficulty in securing a return on investment acts as a constraint. One commented to this study that “There has been no significant investment in this boatyard for the past 50 years. I could invest £1M tomorrow to upgrade facilities but it is difficult to see where the income stream is to fund this scale of investment.” Colliers Launches secured planning permission from Hounslow Council in 2004 to roof over the firm’s floating dry dock at Isleworth but the scheme has not been implemented due to other priorities.

4.6 There is a paradox in that a number of passenger boat operators have said that they would like to use more modern facilities that would include heated covered boat houses for work during the winter but at the same time are keen to keep their boatyard overheads low. Woods River Cruises has undertaken a £2M refit of the Silver Sturgeon at a berth at Tilbury Docks in January / February 2007. The berth cost £7,500 to hire for two and a half months that represents just 0.375% of the total refit cost.



4.7 The only significant increase in capacity has been provided by Thames Craft Dry Docking Services Ltd. At Greenwich. In 2004 the firm installed a new floating dry dock that is 58.5 metres long x 14.5 metres wide that is capable of lifting vessels up to 1600 tonnes. A larger dry dock that is capable of docking the largest Thames passenger boat is moored downriver, awaiting the proposed relocation of Thames Craft Dry Docking Services Ltd. to Bay Wharf.

#### **Lack of facilities for emergency repair**

4.8 There is a lack of facilities for emergency repairs to rudders etc. This is particularly so in Central London where most passenger boats operate. Boat operators overcome this problem by beaching vessels at low tide in Central London or using the hard at Putney for emergency repairs.

#### **Use of facilities outside Greater London**

4.9 There are inadequate facilities within London to meet all the needs of vessel operators. This is particularly so for the larger catamaran type passenger vessels and for piers and pontoons. The key facilities are listed in Table 2.2. George Prior at Ipswich has closed since the last study and A & P Ramsgate has gone into liquidation. Acorn Shipyard Rochester is one of the few commercial uses to survive in a residential – led Rochester Riverside scheme and Denton Ship Repair is subject to residential proposals by Gravesham Borough Council on both sides of the slipway.

4.10 The Thames passenger boat operators seek to avoid using East Coast yards if they can because their vessels are not designed for coastal voyages. There is a danger of becoming weather bound or sustaining damage during these trips (the Dixie Queen was damaged on an East Coast passage recently).

4.11 Given the threats to boatyards outside London and the Mayor's objectives in the London Plan to accommodate London's growth in sustainable ways, it is appropriate to consider whether a greater proportion of London's need for boat maintenance can be undertaken within Greater London. We report on potential sites in Section 5.

#### **Public sector requirements**

4.12 The biggest marine workshop in London in terms of numbers of employees is provided by Transport for London and operated by Greenwich Council to maintain the three Woolwich ferries. TfL also has a significant requirement to maintain piers and linkspans on the Thames. Other public bodies operating vessels on the River Thames include the River Police, the London Fire Brigade and the PLA. In addition the RNLI, a voluntary organisation, operates inshore rescue boats from three lifeboat stations in London.

#### **Operational changes in some passenger boat fleets**

4.13 Traditionally, Thames passenger boats have been operated by watermen-based companies that have taken responsibility for marketing their services, and the funding and operation of their boats. In some instances the firms have also undertaken repair and maintenance. This pattern remains the predominant business model today. However, entertainment groups are now investing in some operations to ensure that there is the appropriate quality of vessels to serve their visitor attractions. The Tussauds Group has bought the Silver Bonito from Woods River Cruises who will continue to operate the vessel. The Silver Bonito will continue to

serve the London Eye that is operated by the Tussauds Group. AEG has invested in Thames Clippers with the result that up to six new boats are due into service this year. Thames Clippers will provide river services to AEG's O<sub>2</sub> (the Dome) when it opens later this year.

### **Boatbuilding**

4.14 There are only two Thames-based boatyards in Greater London that regularly build complete vessels. MSO Marine Services Ltd. on the River Brent at Brentford builds launches, barges, pontoons and linkspans in steel. Bridge Boathouses, Richmond builds a variety of skiff, punts and cutters in wood and glass reinforced plastic.



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# Opportunities for improved facilities

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## **Opportunities to improve existing facilities**

5.1 In Table 2.1 we identified the main boatyards in Greater London that are used by passenger boat and waste operators. In paragraph 4.9 we found that boatyard facilities in Greater London are inadequate to meet the needs of commercial boat operators. In paragraph 4.10 we found that the passenger boat operators would prefer not to use East Coast boatyards because it can be hazardous to move boats there in winter months and vessels run the risk of becoming storm bound. In Table 5.1 we review the boatyards used in Greater London to identify the opportunities to improve facilities within Greater London.

### **Floating dry docks**

5.2 The use of floating dry docks has provided a means by which boatyard operators can overcome the restricted availability of sites on land that are big enough to deal with the larger passenger vessels. The dry docks of Thames Dry Docking Services Ltd, Greenwich and Colliers Launches, Isleworth have the biggest capacity in Greater London in terms of the size of vessels that can be docked. While the use of floating dry docks has benefits their use also presents difficulties. This is particularly so where they do not have a fixed link to the land. They may lack basic services such as power (necessitating the use of generators) and rely on the supply of materials, personnel and the removal of waste by water. In 2006 one of a group of workers travelling by dinghy to a dry dock at Isleworth got into difficulties in flood conditions and drowned. This indicates that there are merits in having fixed links to shore where new facilities are to be created using dry docks. A number of consultees have stressed the importance of having proper shore-based engineering workshops etc. to support the operation of dry docks.

### **The limited opportunities for improving existing boatyards to maintain larger vessels**

5.3 The boatyards in Greater London that are currently used by commercial boat operators have only limited capacity for improvement in response to the growing dimensions and numbers of commercial craft. The reconstruction of the Charlton Barge Works by Cory may meet the needs of the waste towage fleet.

5.4 It is possible that if the passenger fleet grows in size, for example with the Thames Clipper fleet growing to up to twelve vessels in 2007, then the market for boatyard services may change. Instead of wishing to undertake refit work in the low season of the winter months a more regular programme of maintenance work may be developed throughout the year (see Appendix 2). It is difficult to identify opportunities in existing boatyards (apart from the floating dry docks) where additional capacity can be provided for the larger vessels.

**Table 5.1**  
**The key boatyards in Greater London used by passenger boat operators and waste operators**

<b>Boatyard</b>	<b>Comment</b>
(4) TMP Marine, Platts Eyot, Hampton	Terrace Hill Developments submitted a planning application for 74 dwellings on adjoining industrial land in February 2005.
(11) Francis H Newham, (Shipyards), Swan Island, Twickenham	A good quality facility that was modernised prior to the study in 2000. Limited to vessels up to 21 metres in length and 40 tonnes in weight.
(14) Eel Pie Slipways, Eel Pie Island, Twickenham	Currently can take vessels up to 42.6 metres x 5.8 metres and 100 tonnes in weight. The double slipway could be adapted to take a single catamaran – type vessel but the owners consider that there is not a robust enough business case to do so.
(21) Colliers Dry Dock, Isleworth	Planning permission obtained from Hounslow Council in 2003 to roof this floating dry dock but not yet implemented. Currently can take vessels up to 39.6 metres x 7.9 metres. There was objection from residential neighbours to last increase in size of dry dock.
(22) B J Wood Dry Docks, Isleworth	No change except for neighbour objection restricting range and timing of operations that can be carried out. Currently can take vessels up to 26 metres x 6 metres
(34) Thames Craft Dry Docking Services Ltd. Greenwich	There is a S106 obligation in relation to development at Lovell's Wharf to relocate the dry dock to Bay Wharf. Currently the maximum dimensions are 57.5 metres x 19.2 metres. There is an opportunity to secure improvements in including a dry dock capable of docking a 61 metres x 21 metres vessel. It is also likely that the dry docks would be roofed.
(36) Cory Barge Works, Charlton	Currently undertakes a significant amount of work for third party operators because facilities are too small for many of Cory's own craft. Currently the dry dock slipways are limited to 30.4 metres length x 7 metres beam. Cory has a draft scheme to rebuild the dry dock slipways to take larger vessels that are used for freight towage. This could reduce the capacity that the bargeworks currently offers for third party owned passenger craft.

### **A site for a new boatyard to maintain passenger boats, support vessels and river piers**

5.5 Our view is that simply seeking to protect existing facilities will not ensure that there is adequate additional capacity to meet the maintenance requirements of Thames based passenger boats, tugs and barges. This is due to the combination of the growing numbers and size of vessels and the physical constraints that existing boatyards have that limit opportunities to expand. We recommend that the Greater London Authority seeks to identify a site for a new boatyard to serve the maintenance needs of larger passenger vessels, piers (principally those operated by London River Services) and support vessels. Ideally this site should be located within Greater London to minimise the travel time to the facility, in particular for emergency inspection and repairs. Possible sites in Greater London include:

- land allocated for marine industry at Gallions Point Marina / Newham College in the Royal Albert Basin Development Framework that is adopted by Newham Council as supplementary planning guidance (this site is subject to the constraints of being in the public safety zone of London City Airport);
- wharves that are no longer viable for cargo, such as Minoco Wharf, Silvertown, London E 16, that have a potential to provide water transport support services using the policy approach described in Paragraph 4.106 of the London Plan; and
- sites that are located in or adjoining areas occupied by industry or infrastructure that are unsuited for housing and hence do not present problems of high land values or the potential for complaints by residential neighbours.

### **Gallions Point Marina / Newham College Site, Royal Albert Basin**

5.6 We have found only one new site in Greater London that is identified for additional marine employment uses in planning policy documents. It is at Gallions Point Marina and on adjoining land that is used for construction training by Newham College. The LDA proposes that this site be used for marine employment in the Royal Albert Basin Development Framework that was adopted by Newham Council as Supplementary Planning Guidance on 17th May 2005. The following extract from the SPG sets out the proposal:

“5.12 There is an existing building occupied by Newham College in this area. The Framework Plan replaces this higher education training centre with a boat yard and workshops more relevant to its prominent location, and with lower occupation levels to accord with the (London City Airport Public Safety Zone) PSZ requirements. There is potential for the College department to be relocated within the development sites around the Basin, or offsite to a more central Newham College base, where it can expand its range of courses.

5.13 Development massing should not exceed 2 storeys, up to a maximum 6 metres in height AOD.

5.14 The proposal illustrated includes:

- 8.600 square metres of marine employment floorspace on 2.5 hectares of land;
- 1700 square metres A3 use on island site; and
- 1.67 hectares water lily field.”

5.7 The proposals also include in section 5.11:

“ a new slipway between the locks to meet the new low tide water level creating a better point of access into the Basin and marina for small to medium sized vessels (without opening Sir Steve Redgrave bridge at a cost). This facility would also be used by the Airport’s river emergency operations, and provision could be made to station emergency craft nearby”.

5.8 The SPG makes no indication as to how vessels could obtain access to the proposed marine employment floorspace shown in Figure 5.1

5.9 There are a number of positive aspects about the Gallions Point Marina /Newham College site:

- It is in the City Airport PSZ and the site therefore is not suitable for higher value uses such as residential;
- there is existing marine employment on the site at Gallions Point Marina;

- Newham College occupies the former Thames House that was used by the PLA to service buoys and other marine equipment; and
- the site is in public ownership.

5.10 There are, however, a number of significant constraints:

- the 6 metre building height would constrain the usefulness of buildings;
- there would be restrictions on the use of cranes;
- the LDA is proposing residential development on the southwest side of Gallions Marina creating a waterfront view into the marine employment site (see Figure 5.2). The SPG also proposes a bridge that would sever the existing basin in the marina that could provide a useful covered wet dock; and
- the LDA has advised that it is unlikely to be possible to find a relocation site for Newham College.

5.11 It is beyond the scope of this study to do much more than identify the opportunities on this site and to make some very general indications as to what could be provided here. In the course of our research we have obtained the following observations about the site.

- It would be possible to create a facility large enough for the longest Thames Clipper (38 metres length x 9.6 metres beam) but not the Silver Sturgeon of Woods River Cruises (61 metres x 13.4 metres).
- Sean Collins of Thames Clippers has advised that UKAE, the designers of the Thames Clippers, has looked at Gallions Point Marina with a view to establishing modern marine repair facilities there. However, the firm appears to have been unaware of the possible availability of land fronting the Thames that forms part of the Newham College site.
- One way of overcoming the height restriction may be to create a covered slipway dry dock that is partly dug into the ground.
- The PLA has endorsed the concept of improved facilities in this location suggesting that a hoist dock and travel hoist rather than a dry dock slipway would provide better flexibility in the use of the site.  
Eric Miller of Gallions Point Marina has said that he would have no objection to the reconfiguration of the land-based facilities on the marina site that includes an existing maintenance workshop. Generally London City Airport seeks to restrict height of cranes to 15 metres but can go up to 17 metres. Relationships with London City Airport are very good. The Marina always contacts LCR before the use of cranes and LCR always gives approval. (See Appendix 5).
- the East London Learning and Skills Council (LSC) has advised that the Newham College site provides construction training through John Laing Training, a third party provider. This is not the preferred method of provision as far as the LSC is concerned. Such contracts are generally reviewed on a regular basis. Barking College opened a new building for construction training in 2002. The LSC could organise marine skills training through Newham College subject to funding.

5.12 Two options are set out to indicate how the site could be used. Figure 5.3 shows an arrangement comprising a draw dock slipway, wet dock and floating dry dock. Figure 5.4 shows an arrangement comprising a hoist dock, hardstanding and wet dock. Neither option strictly conforms to the Royal Albert Basin SPG because that document seeks to use the waterfront areas on the south west side of Gallions Point Marina to add value to residential development by providing a water frontage. However, for the allocation of 8.600 square metres of marine industry to be a viable proposition it would be necessary to have facilities to enable vessels to be moved into the proposed workshops.

**Figure 5.1 Area 3 Royal Albert Basin**

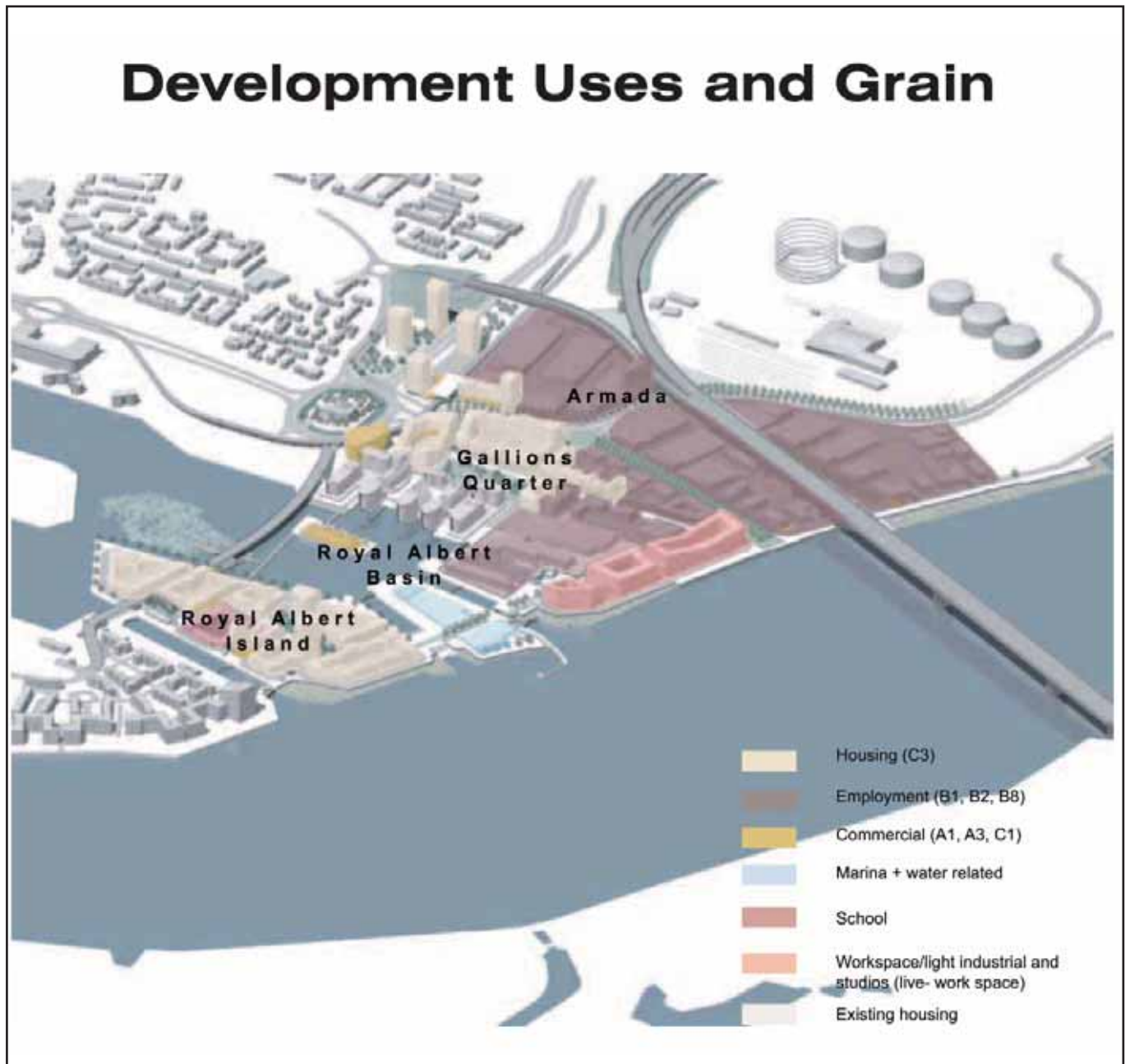
Extract from Royal Albert Basin Development Framework SPG

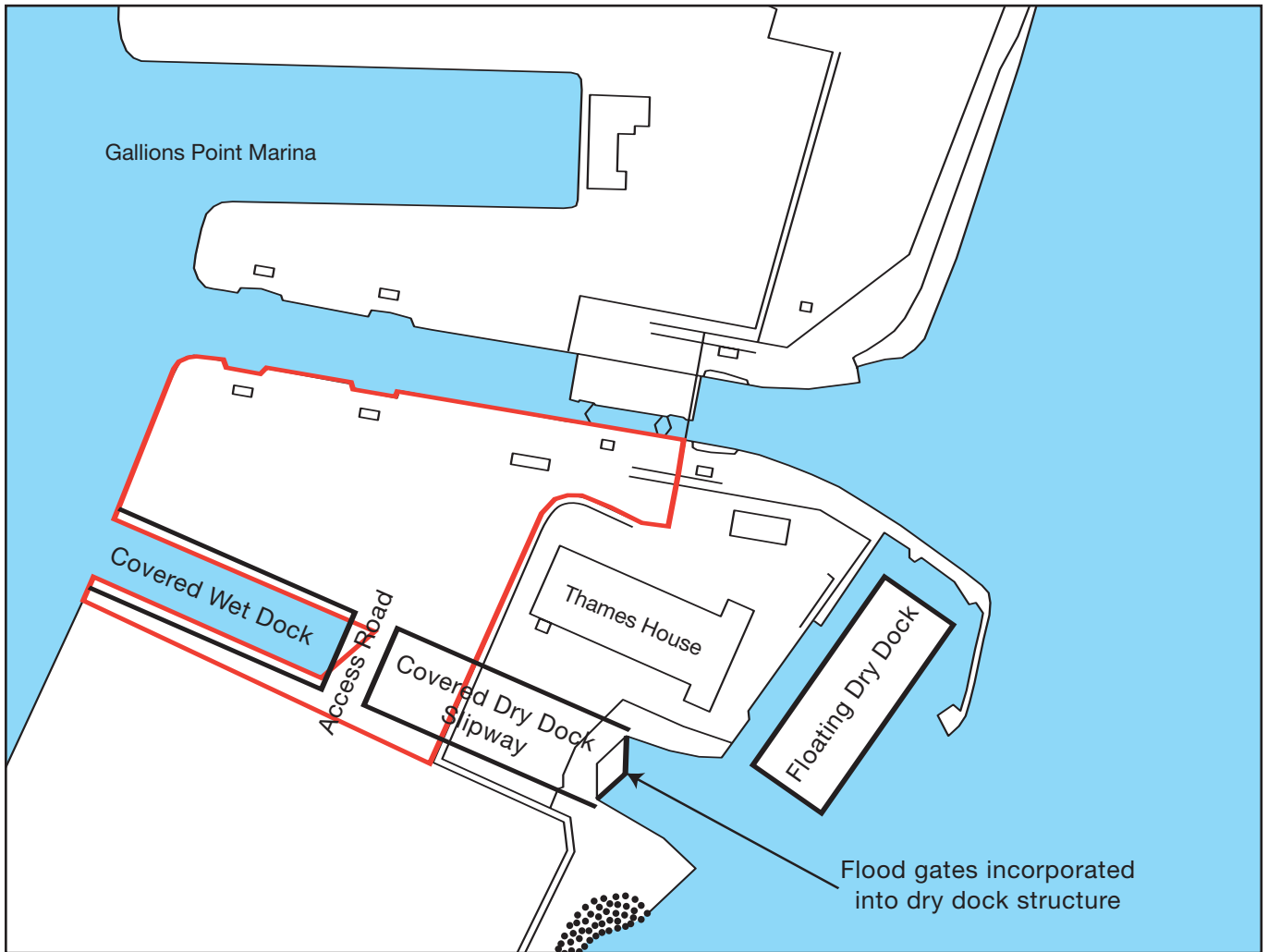




**Figure 5.2**

Extract from Royal Albert Basin Development Framework SPG






**Figure 5.3 Gallions Point Marina / Newham College**

**Potential Layout of Boatyard Facility Option 1**

Covered Dry Dock Slipway, Covered Wet Dock and Floating Dry Dock

 Existing Boundary of Gallions Point Marina

Based Upon an Extract from a PLA Hydrographic Map

Please note that the boatyard boundaries shown are only intended to be indicative. The precise boundaries of the boatyard should be confirmed with the site owner/operator before being used in conjunction with any safeguarding policy.

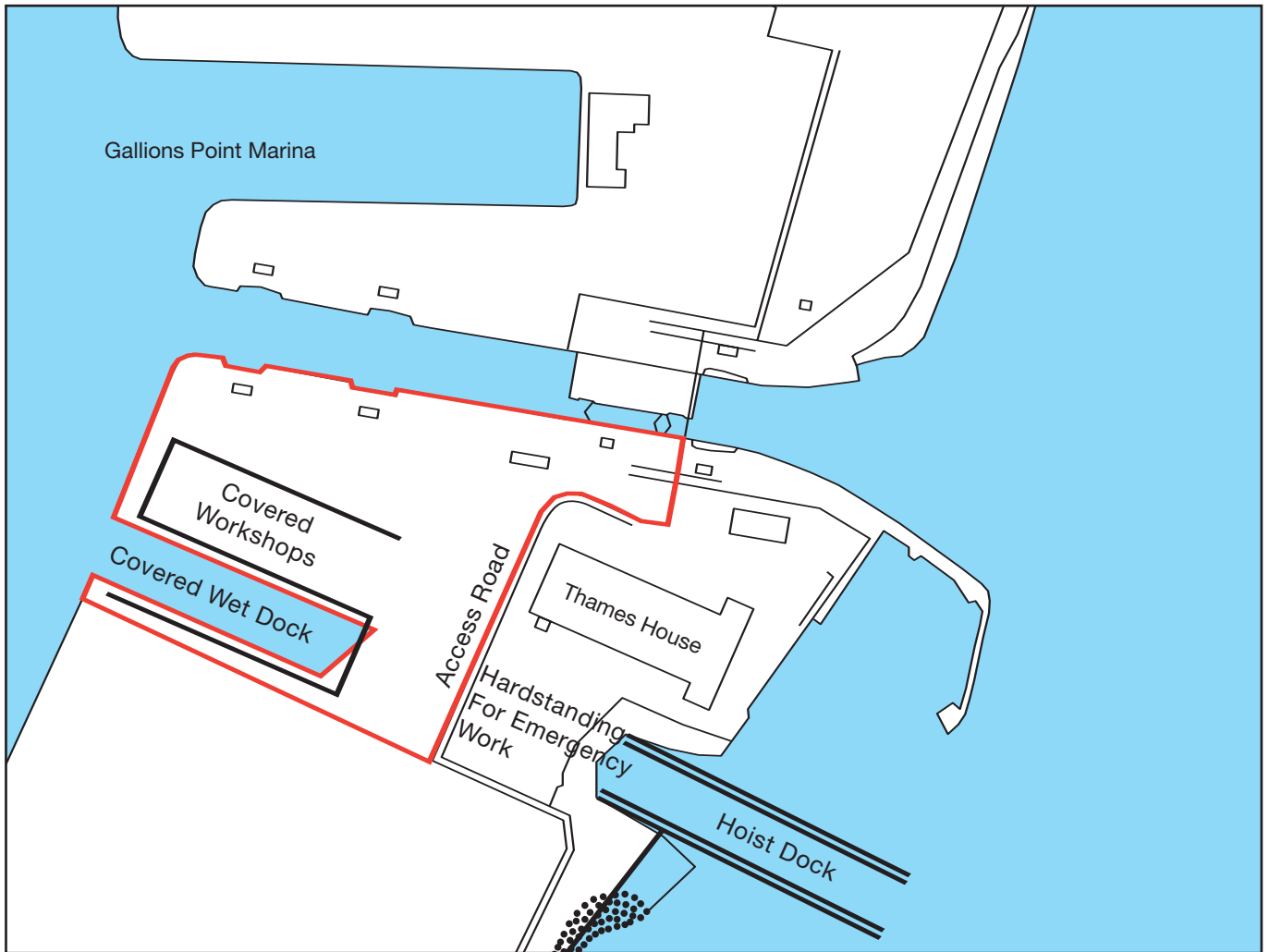
Scale: 1:1250

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**Figure 5.4 Gallions Point Marina / Newham College**

**Potential Layout of Boatyard Facility Option 2**

Covered Workshops, Covered Wet Dock and Hoist Dock

 Existing Boundary of Gallions Point Marina

Based Upon an Extract from a PLA Hydrographic Map

Please note that the boatyard boundaries shown are only intended to be indicative. The precise boundaries of the boatyard should be confirmed with the site owner/operator before being used in conjunction with any safeguarding policy.

Scale: 1:1250

GLA/669

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5.13 If the Gallions Point Marina / Newham College site proves not to be a viable proposition due to London City Airport safeguarding or other reasons then the proposals should be deleted from the Supplementary Planning Guidance and determined efforts made to allocate a suitable site. The starting point should be wharves that have had their safeguarding status removed. Wharves that are unsuitable for freight, for example due to poor road access, could nonetheless be very suitable for boatyard use. Policy 4.C.15 and paragraph 4.106 of the London Plan 2004 set out criteria for the redevelopment of wharves that are no longer viable for cargo handling. The criteria include the need to give priority to water transport support facilities.

**Other potential sites for a new boatyard for Thames based passenger boats, support vessels and river piers**

5.14 The identification of a site for a new boatyard is beyond the scope of this study but some criteria can be set out to start the process.

Site requirements:

- direct access for vessels from the River Thames;
- minimum site area 1 hectare; and
- capability of creating dry docks or dry dock slipways that are up to 80 metres long x 15 metres wide.

Locational requirements:

- ideally down river of Westminster bridge;
- not adjacent to existing or proposed residential development;
- road access;
- suitable site for erection of industrial buildings; and
- does not conflict with nature conservation and other environmental interests.

5.15 It may be possible to identify a suitable site in one of the following locations.

Potential locations:

- Charlton riverside
- North Woolwich / Silvertown
- Barking Creek (east side)
- Belvedere – Erith riverside
- East of Erith town centre

5.16 There are a number of different types of sites that may prove suitable as shown in the following examples.

Indicative types of sites:

- wharves that are not safeguarded;
- stopped up former dock entrances;
- infrastructure sites such as land adjoining wastewater treatment works, waste sites and river crossings; and
- industrial sites.

Example sites include land on or adjoining:

- Beckton Sewage Works
- Crossness Sewage Works
- the proposed Belvedere incinerator
- Littlebrook Power Station, Dartford
- Long Reach Sewage Works, Dartford

### **The link with marine industry skills training**

5.17 A number of the respondents to this study have identified a shortage of workers with marine industry skills. A diverse range of skills is required including shipwright, welding, electrical and mechanical engineering, plumbing, carpentry and so forth. There is a potential for a new boatyard to be part of a broader regeneration initiative that includes training in marine industry skills.

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## The operation of Policy 4.C.18, safeguarding and conclusions

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### **Policy 4.C.18 of the London Plan 2004**

6.1 The evidence indicates that local planning authorities have used London Plan Policy 4.C.18 and related UDP policies as effective tools to retain boatyard facilities through the planning process. Up-river boroughs such as Richmond and Hounslow have been keen to retain existing boatyards and to seek the re-opening of disused boatyards as a component of mixed-use development applications. Examples include, boatyards on Platts Eyot and Hucks Boatyard (LB Richmond) and Lots Ait boatyard (LB Hounslow). Individual boatyards may not have a strategic role but policy 4.C.18 enables boroughs to argue that the survival of a diverse range of waterfront infrastructure as a whole is a strategic objective.

6.2 Greenwich Council has sought to retain the Thames Craft Dry Docking Services Ltd. facility by requiring its relocation to Bay Wharf as a section 106 obligation on development at Lovell's Wharf. This operation does have a strategic role as it is the only boatyard in Greater London that is capable of dry docking vessels that are larger than 39.6 metres x 7.9 metres in dimensions.

### **Safeguarding**

6.3 The strategy of seeking a safeguarding direction from the Secretary of State to safeguard strategic boatyards has a number of potential difficulties:

- The need to demonstrate that Policy 4.C.18 does not offer sufficient protection;
- The difficulty in safeguarding moored vessels (three of the key facilities comprise groups of floating dry docks);
- The difficulty that safeguarding of a small number of "strategic" boatyards would present to boroughs that are actively seeking to protect all of the river infrastructure assets in their boroughs; and
- The fact that a number of boat yard operators could argue legitimately that their sites suffer from physical and environmental constraints such that their sites should not be safeguarded.

6.4 Safeguarding may have a role where it is applied to sites that have had recent investment and perform a strategic role. An example would be Cory's Barge Works at Charlton if the improvement programme is implemented.

### **Public investment**

6.5 There is just one modern heated covered dry dock in Central London. This is operated by St. Pancras Cruising Club (a voluntary body) at St. Pancras Canal Basin on the Regent's Canal. It was built in 2000 with approximately £100,000 of SRB funding on land owned by British Waterways. The main requirement was that the investment should lead to the creation of one job. The facility is in use all of the year round and some six jobs have been created. This successful scheme could provide a model for the development of a new boatyard on the River Thames.

6.6 One way forward could be to facilitate provision of improved facilities through public investment in physical infrastructure that is linked to training opportunities. Possible sites are identified in Section 5.

## **Conclusion**

6.7 Our findings show that policy 4.C.18 of the London Plan 2004 has been effectively implemented by London boroughs to protect boatyards on the River Thames. This success indicates that there is not at the moment a case to justify the statutory protection of boatyards. However, the Policy 4.C.18 has been in place for only a few years and continued vigilance will be necessary to ensure that facilities are retained.

6.8 The report also shows a 20% overall increase in commercial craft 1999 – 2006 and a 25% increase in the number of Class 5 passenger vessels licenced by the MCA. Our view is that simply protecting existing boatyard facilities through the application of planning policies is not in itself sufficient to meet the maintenance needs of the growing fleet in use on the River Thames.

6.9 To ensure that the Mayor's objectives for the Blue Ribbon network are met we consider that it will be necessary to identify a new site for boatyard facilities in a Thames side location as described in paragraphs 5.14 – 5.16. Our recommendations are set out in full as part of the executive summary at the beginning of this report.

6.10 Paragraphs 2.10 to 2.12 set out the boatyard facilities that are available for private boat owners. These comprise the 16 boatyards in Table 2.3 that mainly undertake work for private boat owners. In addition the 7 boatyards in Table 2.1 used by commercial boat operators also provide services for private boat operators. There is a larger number and variety of facilities available for privately owned boats than for commercially operated vessels. The provision of additional facilities for privately owned boats should be encouraged as part of regeneration proposals on waterfront sites in accordance with the Blue Ribbon policies of the London Plan 2004. The pressing need, however, is for improved facilities for commercial vessels.

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## Boatyard Record Sheets (in order going downstream from Sunbury to Gravesend and Chatham)

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Note: On some boatyard record sheets links to websites with relevant information has been provided. These links were current as at the time of finalising the record sheets. Over time, some of these links may disappear or the information relating to the boatyards may change. This is particularly the case for links to Borough websites and information on planning applications. Care should be exercised in using these links and the information within.

Each boatyard has been given a number as such:

Boatyard Number **2** (11)

The number shown in brackets refers to the numbering system used in the Appendices for the 2000 study "Establishment of criteria to safeguard Boatyards on the River Thames". The boatyard record sheets for the 2000 study include maps and other minor information that should be referred to as well.



**Boatyard Record Sheet**Boatyard number: **1** (9)

## Premises

Trading Name: Environment Agency - Contractor Unit

Telephone no: (01932) 765396

Address : Riverside Works  
Fordbridge Road  
Sunbury  
Middx

Postcode: TW16 6AP

Operator: David Haldenby (Unit Manager) – Ms Jo Bugden (Bookings)

Tenant: No

Freeholder: Yes

Borough: Elmbridge

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: Yes (Retractable roof)

Buoy/bankside moorings: Yes (300 ft bankside)

Boat Hoist/Crane: Yes (Crane - 5 tonne capacity)

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 36 metres

Beam: 7.6 metres

Tonnage: No restriction - max draught of 7' 7"

**Employee numbers**4 staff in total: 1 manager  
1 admin  
2 yard gang

Persons hiring the dry dock can bring in their own workforce if they so desire.

**Context**

The Environment Agency has marketed the 1.79 hectares Sunbury Yard at Fordingbridge Road for commercial or residential development. It is reviewing bids for the site currently. All but one are for residential development. The site brief requires the retention of the existing access to the dry dock and maintenance yard on Wheatlet Ait (island).

**Planning and environmental health issues:**

The operator was not aware of any complaints regarding noise. The boatyard element of the site on Wheatleys Ait is located within the Borough of Elmbridge, although the landward element of the site falls within the Borough of Spelthorne.

**Relationship to adjoining land uses/other boatyard facilities:**

The dry dock and waterside area on Wheatleys Ait is separated from the main yard and office complex by a small river cut.

**Access arrangements (capacity, proximity to major roads):**

The site has direct access onto Fordbridge Road (an unclassified road but an important link between Sunbury and Walton). The dry dock and waterfront is accessed through the main yard across a single vehicle width bridge.

**Comments (2000)**

The Contractor Unit is operated as an independent business unit and therefore has to be self financing. Consequently, the dry dock facility is available to rent and tends to be cheaper than other commercial facilities. It is also highly versatile having a large crane and a retractable roof, giving the flexibility to handle a wide range of craft. The arrangements also tend to be more flexible as there is no charge made for persons using the facility bringing their own workforce that happens at some other facilities. The biggest constraint on the facility is the river depth that dictates what size of craft will be able to gain access to the facility. The landward part of the site is currently being marketed for redevelopment, possibly for housing, but there are no current plans to market the dry dock facility as this is required to support EA operations.

**Comments (2007)**

The EA site is one of the few upriver sites that has a Dry Dock. The facility is also modern and covered (with a rare retractable roof) meaning that it represents a very good facility for maintenance and repair. Jo Bugden (25/1/07) advises that there is a strong demand for the dry dock – it is booked up to 3 years ahead so that passenger boat operators can programme refits during the winter off-season.

About 50% of the uses of the dry dock is by passenger boat operators and the other 50% is by the Environment Agency and private boat owners. Passenger boat users include:

- R J Turk and Son – 7 vessels based at Kingston
- Hobbs – 3 vessels based at Henley
- French Brothers – 12 vessels based at Windsor
- Thames Rivercruise – 4 vessels based at Reading
- Maidenhead Steam Navigation Coy. – 5 vessels based at Taplow

**Boatyard Record Sheet**Boatyard number: **2** (11)

Premises

Trading Name: Unknown

Telephone no:

Address : Thames Street  
Lower Sunbury  
Middx

Postcode: TW16 5QG

Operator:

Tenant: No

Freeholder: Understood to be Mr. and Mrs. P Shepherd

Borough: Spelthorne

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: Yes

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: Yes (Hoist)

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 24 metres

Beam: 6 metres

Tonnage:

**Context**

R J Turk and Sons declined to engage in the 2000 study because the firm was in the process of offering the site for sale. No fewer than 14 applications have been made since 1994 either for conservation area consent to demolish buildings or for residential development.

The new owners have obtained planning permission to erect two dwellings on the Thames Street frontage. They have submitted another planning application for a live/work unit and the retention of the covered slipway to cater for boats up to 24 metres long x 6 metres beam.

**Comments (2007)**

This yard is no longer used by R J Turk & Sons. There is some doubt as to whether the new owners will make the covered slipway available for use or whether the long term intention is to secure residential development on the whole site.

**Boatyard Record Sheet**Boatyard number: **3** (12)

## Premises

Trading Name: Otter Marine  
 Telephone no: (0208) 941 9636  
 Address : Unit 3  
 Platts Eyot  
 Lower Sunbury Rd  
 Hampton  
 Middx  
 Postcode: TW12 2HF

Operator: Tony Woollard  
 Tenant: Yes  
 Freeholder: Port Hampton Ltd (owned by Terrence Hill Group)  
 Borough: Richmond Upon Thames

**Facilities**

Open slipway: No  
 Land storage: No  
 Covered slipway: Yes  
 Pontoon moorings: No  
 Dry dock: No  
 Buoy/bankside moorings: Yes  
 Boat Hoist/Crane: No  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 24.3 metres  
 Beam: 6 metres  
 Tonnage: 80 tonnes

**Employee numbers**

3 staff in total (2 on a contract basis) : 1 engineer (contract)  
 2 boatbuilders (including Mr Woollard)

**Context**

Planning application submitted in February 2005 by owners (Terrace Hill Developments) for redevelopment of Platts Eyot. Application consisted of 74 residential dwellings, improved bridge access with a two-way vehicular bridge, change of use of buildings to a restaurant/café, visitor centre, associated landscaping and works. All relevant application documents are found at the following link:

<http://www.ukplanning.com/richmond/showCaseFile.do;jsessionid=03472D3D1132D8F5A2207B341C183CA7.wam1?action=show&appType=planning%20folder&appNumber=05/0270/FUL>

The application was forwarded to the GLA as part of a stage 1 strategic referral and comments (generally in support of the proposed redevelopment of the eyot by Terrace Hill) can be found here:

[http://www.london.gov.uk/mayor/planning\\_decisions/strategic\\_dev/2005/may2505/platts\\_eyot\\_report.pdf](http://www.london.gov.uk/mayor/planning_decisions/strategic_dev/2005/may2505/platts_eyot_report.pdf)

Revisions to the application indicated in October 2005 were submitted to the Council on 30 November 2005 (ultimately published on 10 January 2006). These revisions reduced the number of residential units by one and also altered the design of buildings, included alterations to the landscaping details and bridge. The alterations are described at:

<http://www.ukplanning.com/richmond/doc/Other-2568219.pdf?extension=.pdf&id=2568219&location=VOLUME2&contentType=application/pdf&pageCount=11>

The application is yet to be determined by the London Borough of Richmond Upon Thames. The most recent technical work put together by the Borough and applicant is in relation to a bat survey and environmental aspects of the scheme. Objections to the scheme have been raised by the EA and English Nature. Notwithstanding this, the GLA Biodiversity unit has supported the findings of the survey and expressed a view that the recommendations of the report should be secured through planning condition.

### **Comments (2000)**

In 2000 we commented that the yard is engaged in the repair and maintenance of maritime rather than river craft that are normally wooden. Mr Woollard stated that, as other facilities closed down, they were becoming a wooden boat specialist. There was no shortage of work available and it was the facilities available to him that dictated how much he could take on. He was not however prepared to invest in the facilities, which had been allowed to decline into a state of disrepair by the owners as his lease expired in 2001 and it was unclear what the future of the site is, given that a development company own it.

We have been unable to contact Otter Marine in 2007 but understand that the boatyard is still in operation.

**Boatyard Record Sheet**Boatyard number: **4** (13)

## Premises

Trading Name: TMP Marine Services Ltd

Telephone no: (0208) 9791568

Address : Unit 2  
Platts Eyot  
Lower Sunbury Rd  
Hampton  
Middx

Postcode: TW12 2HF

Operator: Gary Adams

Tenant: Yes

Freeholder: Port Hampton Ltd (owned by Terrence Hill Group)

Borough: Richmond Upon Thames

**Facilities**

Open slipway:	No
Land storage:	No
Covered slipway:	Yes
Pontoon moorings:	No
Dry dock:	No
Buoy/bankside moorings:	130 ft (bankside)
Boat Hoist/Crane:	No
Covered workshop:	Yes
Chandlery:	No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 36.5 metres

Beam: 4.8 metres

Tonnage: 100 tonnes

**Employee numbers**

5 staff in total (3 on contract basis):	2 engineers/boatbuilders (including Mr Adams)
	2 labourers (contract)
	1 fabricator (contract)

**Context**

Currently Platts Eyot is in a variety of industrial uses. Planning application submitted in February 2005 by owners (Terrace Hill Developments) for redevelopment of Platts Eyot. Application consisted of 74 residential dwellings, improved bridge access with a two-way vehicular bridge, change of use of buildings to a restaurant/café, visitor centre, associated landscaping and works. All relevant application documents are found at:

<http://www.ukplanning.com/richmond/showCaseFile.do;jsessionid=03472D3D1132D8F5A2207B341C183CA7.wam1?action=show&appType=planning%20folder&appNumber=05/0270/FUL>

The application was forwarded to the GLA as part of a stage 1 strategic referral and comments (generally in support of the proposed redevelopment of the eyot by Terrace Hill) can be found here:

[http://www.london.gov.uk/mayor/planning\\_decisions/strategic\\_dev/2005/may2505/platts\\_eyot\\_report.pdf](http://www.london.gov.uk/mayor/planning_decisions/strategic_dev/2005/may2505/platts_eyot_report.pdf)

Revisions to the application indicated in October 2005 were submitted to the Council on 30 November 2005 (ultimately published on 10 January 2006). These revisions reduced the number of residential units by one and also altered the design of buildings, included alterations to the landscaping details and bridge. The alterations are described at:

<http://www.ukplanning.com/richmond/doc/Other-2568219.pdf?extension=.pdf&id=2568219&location=VOLUME2&contentType=application/pdf&pageCount=11>

The application is yet to be determined by the London Borough of Richmond Upon Thames. The most recent technical work put together by the Borough and applicant is in relation to a bat survey and environmental aspects of the scheme. Objections to the scheme have been raised by the EA and English Nature. Notwithstanding this, the GLA Biodiversity unit has supported the findings of the survey and expressed a view that the recommendations of the report should be secured through planning condition.

#### **Comments (2000)**

The yard is involved in the repair and maintenance of craft. Mr Adams has already carried out an extensive programme of refurbishment to the (listed) unit. Further work (including the replacement of some roof trusses which have been cut through) is planned. An area of hardstanding will be created when the derelict adjacent unit is demolished. Mr Adams is interested in leasing this area but would be precluded from charging people to store craft on it by the terms of his lease.

The 120 feet long covered slipway is a scarce resource on this part of the River Thames.

#### **Comments (2007)**

The planning application by Terence Hill Developments states that the 74 dwellings will provide the funding necessary to restore the listed boat houses and other buildings.

Mr. Adams was unable to comment on the effect of the proposed residential development on his boatyard business as the licence that he has to occupy unit 2 at Platts Eyot precludes him from doing so. There is clearly a concern that he may be forced to pay uneconomic rent for use of the restored covered slipway. Such concerns were identified in the GLA PDU report on the planning application that said:

- “The London Plan’s Policy 4C.18 is clear in its requirement that the Mayor will seek to support facilities and activities in the Blue Ribbon Network and specifically identifies the need to retain boatyards, boat storage and repair facilities. The refurbishment and retention of the river related uses of boatyards and boathouses are therefore particularly welcomed as an integral part of the scheme. The retention, refurbishment and creation of new river related facilities justifies other development on this site, but such facilities would need to be made available under financial and other conditions that are realistic for the potential clients/user market.

- The applicant will therefore need to ensure that these facilities are made available under financial and other conditions that are realistic for the potential clients/user market and the applicant may need to carry out more detailed research to understand these conditions. The Mayor will need to assured that the boatsheds and boathouses will be made available at rental levels and other conditions realistic to the potential clients and user market.
- Policy 4C.19 of the London Plan is also clear in its requirement that mooring facilities should be protected and improved in the Blue Ribbon Network. The existing private moorings around the island will therefore need to be retained as part of the development and made available to potential clients/user market for the lifetime of the development.”

King Cruises uses TMP Marine to maintain Kingwood.



**Boatyard Record Sheet**Boatyard number: **5** (14)

## Premises

Trading Name: Hampton Ferry Boatyard  
 Telephone no: 0208 979 7471  
 Address : Church Wharf  
 Hampton  
 Middx

Postcode:

Operator: Dave Bedford / Mike Douglas  
 Tenant: No  
 Freeholder: London Borough of Richmond  
 Borough: Richmond Upon Thames

## Facilities

Open slipway: No  
 Land storage: Yes  
 Covered slipway: No  
 Pontoon moorings: Yes (24 berths)  
 Dry dock: No  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: No  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 15.2 metres  
 Beam: 2.1 metres  
 Tonnage: 15 tonnes

**Employee numbers**

5 staff in total (1 on a part time basis): 4 boat hire, moorings and repair and maintenance  
 1 Ferryman (employed to operate the ferry)

**Context****Planning and environmental health issues:**

No problems with complaints about noise. The site is very tightly constrained with little room for expansion.

**Relationship to adjoining land uses/other boatyard facilities:**

Public open space, maintained by LB Richmond lies to the east of the site. To the west of the site is a large private house (adjacent to the site) and the Hampton Sailing Club, which is slightly further up river. Barfield Marine is approximately 0.5 miles downstream.

**Access arrangements (capacity, proximity to major roads):**

The site is accessed directly off Hampton Court Road (A308) and has a small parking area.

**Comments (2000)**

The main business revolves around the hire boats and the ferry, which operates mainly between March and November. The ferryman who is employed to operate the ferry service also undertakes work to boats during the periods he is not operating the ferry throughout the day. The Partners are currently seeking to improve the facilities at the site by providing an open slipway. They also have planning permission to develop a small chalet building as the hire office (which is currently housed in part of the workshop) from which drinks and ice creams could also be provided for visitors.

**Comments (2007)**

There is no change from the situation in 2000. The ferry is still operated, the moorings full and boat inspections carried out. Only minor repairs are undertaken because neighbour objects to noisy operations.

**Boatyard Record Sheet**Boatyard number: **6** (15)

## Premises

Trading Name: Tim Barfield Marine  
 Telephone no: (0208) 941 2676  
 Address : Terrace Gardens Boatyard  
 Hampton Court Road  
 Hampton  
 Middx  
 Postcode: TW12 2EN

Operator: Tim Barfield  
 Tenant: Yes  
 Freeholder: Crown Estate  
 Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes  
 Land storage: Yes  
 Covered slipway: No  
 Pontoon moorings: Yes (20 berths)  
 Dry dock: No  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: Yes (Hoist)  
 Covered workshop: Yes  
 Chandlery: Yes

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 9 metres  
 Beam: 3 metres  
 Tonnage: 6 tonnes

**Employee numbers**

3 staff in total: 1 admin  
 2 engineers/boatbuilders (including Mr Barfield)

**Context****Planning and environmental health issues:**

Mr Barfield said he had never had problems with complaints. This was due to being surrounded by open space although this acted as a planning constraint as there is no land available for expansion of the site. If the business developed and a larger site was required, the business would therefore have to relocate.

**Relationship to adjoining land uses/other boatyard facilities:**

Site surrounded by Public Open Space (maintained by LB Richmond)

**Access arrangements (capacity, proximity to major roads):**

Direct access onto Hampton Court Road (A308) with a small car parking area.

**Comments (2007)**

The main bulk of the business is the repair and maintenance of craft. The operations at the boatyard have been slightly reduced during the period between the two surveys. The number of berths has been reduced down to twelve and the chandlery operation has been closed.

**Boatyard Record Sheet**Boatyard number: **7** (16)

Premises

Trading Name: Hucks Boatyard  
 Telephone no: No Business Number  
 Address : Hampton Court Road  
 Hampton  
 Middx  
 Postcode: TW12 2EN

Operator: N/A - site has closed down  
 Tenant: No  
 Freeholder: Not known  
 Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes  
 Land storage: Yes  
 Covered slipway: No  
 Pontoon moorings: No  
 Dry dock: Yes  
 Buoy/bankside moorings: Yes  
 Boat Hoist/Crane: Yes (Crane)  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length:  
 Beam: Not known  
 Tonnage:

**Employee numbers**

N/A - Site has closed.

**Context****Relationship to adjoining land uses/other boatyard facilities:**

The site is surrounded by Housing. TW Allen, Barfield Marine and Hampton Ferry boatyard are all within 1 mile of the site.

**Access arrangements (capacity, proximity to major roads):**

The site has direct access onto Hampton Court Road (A308). There is also car parking available on the site.

**Comments (2007)**

This site has one of the few purpose built graving docks on the River Thames. It is drained by means of a 36" pipe that passes through the gardens of the adjoining houses to discharge into the Molesey Lock weir stream. The dry dock has not been used since before the last study. The site has been sold for development. A planning application has been submitted to LB Richmond for a restaurant, residential development and retention of the dry dock.

**Boatyard Record Sheet**Boatyard number: **8** (17)

## Premises

Trading Name: TW Allen and Son (Yachts) Ltd

Telephone no: (0208) 9791997

Address : Ash Island  
Hampton Court  
East Molesey  
Middx

Postcode: KT8 9AN

Operator: Nick Allen (Director)

Tenant: Yes

Freeholder: Environment Agency/3rd Parties

Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: Yes

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes (bankside)

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 12.1 metres

Beam: 3.6 metres

Tonnage: 8 tonnes

**Employee numbers**4 staff in total (2 on a contract basis): 2 management/boatbuilders (including Mr Allen)  
1 engineer (contract)  
1 boatbuilder (contract)**Context****Planning and environmental health issues:**

Mr Allen has received complaints since a new housing scheme was developed on the southern bank (facing the site) a few years ago. The complaints have been about noise and vehicles bringing deliveries to a landing stage for transfer by boat to the site. This culminated in a barrier being erected (for which Mr Allen has a key) so that delivery vehicles have to ring ahead so that he can meet them at the barrier.

**Relationship to adjoining land uses/other boatyard facilities:**

There are no other buildings on the island apart from a house occupied by the members of the Allen family. Barfield Marine and Hampton Ferry Boatyard are a few hundred metres upstream.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the site and it is only possible to reach it by boat or by foot (across Molesey Lock). Mr Allen has to pay the Environment Agency for the

right to cross the lock onto Ash Island. In the past, the EA has tried to raise this charge by a significant degree and it is a source of concern to Mr Allen. If the charges levied became too great, the business would have to close down.

**Comments (2000)**

The core business at the site is moorings and boat repair and maintenance. Mr Allen used to operate one of the largest hire fleets but demand for this dwindled and the difficulties involved in providing the service for the revenue derived from it resulted in the cessation of the hire boats part of the business. He intends to run the site until he retires and then to sell it, hopefully as a going concern. The biggest constraint in developing the site is access and the lack of nearby car parking.

**Comments (2007)**

Mr. Allen has confirmed by e-mail that the details recorded in the 2000 study are unchanged.

**Boatyard Record Sheet**Boatyard number: **9** (21)

## Premises

Trading Name: Harts Boats  
 Telephone no: (0208) 3994009  
 Address : Portsmouth Road  
 Thames Ditton  
 Surrey  
 Postcode: KT6 4HJ

Operator: John Clerk  
 Tenant: Unknown  
 Freeholder: Unknown  
 Borough: Kingston upon Thames

**Facilities**

Open slipway: No  
 Land storage: No  
 Covered slipway: No  
 Pontoon moorings: Yes (20 berths)  
 Dry dock: No  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: Yes (Hoist)  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length:  
 Beam: Not known  
 Tonnage:

**Employee numbers**

Not known.

**Context**

Since 2000, there has been a history of planning applications for developments associated with improvements to the operations on the site. In 2001 an application was submitted to "upgrade and replace...existing pilings and pontoons including provision of new pilings and pontoons; most southerly 80m for residential houseboat moorings, the remainder for commercial moorings."

As detailed in the Council planning report for the most recent application (link below) "That application proposed the relocation of permanent houseboat moorings 80m upstream from their current position, adjacent to the Thames Water Filter Beds proposed Metropolitan Open Land, to a part of the river not presently in use for mooring of residential houseboats. The appeal, if successful, would have resulted in the permanent mooring of houseboats and floating pontoons alongside the Victorian brick banks of the Filter Beds."

The application, and subsequent appeal, were refused on the grounds that "the proposal contravenes the aims and objectives of Policies STR7 and OL16A of the Royal Borough of Kingston Upon Thames Unitary Development Plan Proposed First Alterations to the Adopted Unitary Development Plan (1998) (Composite Version) in

that it represents inappropriate development that would jeopardise the integrity of the adjacent Metropolitan Open Land by reason of the introduction of additional moorings with associated pilings and pontoons.”

Planning permission was granted in 2004 for a pump house to run electricity supplies and sewage pumping equipment through, and for new steps with handrail to improve moorings facilities.

Further to that application, an application in 2005 for the “erection of landing stage over river in front of public house / restaurant” was refused.

Given the failure of both the initial 2001 application to relocate the pontoons, and the subsequent appeal, an application for the redevelopment of the piles associated with pontoon moorings at Harts Boatyard was submitted in 2005 and given conditional approval in November 2005. The works involved the replacement of piles for the pontoon moorings on-site to improve both safety of the operations and accessibility in case of emergency.

The report on the merits of the application can be found in pages 27-50 at the following link:

[http://modern.gov.kingston.gov.uk/Published/C00000138/M00004499/\\$ADocPackPublic.pdf](http://modern.gov.kingston.gov.uk/Published/C00000138/M00004499/$ADocPackPublic.pdf)

**Planning and environmental health issues:**

Not known.

**Relationship to adjoining land uses/other boatyard facilities:**

Part of the site (the old boathouse) has been sold off and developed as a Beefeater Pub. To the west of the site are filter beds operated by Thames Water which form a green wedge along the riverbank. To the east of the site is the Thames Sailing Club. Thames Ditton Marina is approximately 0.5 miles upstream.

**Access arrangements (capacity, proximity to major roads):**

The site has direct access off Portsmouth Road (A307) and shares a split level car park with the Beefeater Pub that has been developed on the site.

**Comments (2007)**

This site appears to operate largely as moorings and a base for the operation of small hire boats.



**Boatyard Record Sheet**

Boatyard number: **10** (22)

Premises  
 Trading Name: Teddington Harbour Ltd (formerly Suntest Marine)  
 Telephone no: (0208) 9779978  
 Address : 27 Ferry Road  
 Teddington  
 Middx  
 Postcode: TW11 9NN

Operator: Malcolm Miatt  
 Tenant: Yes  
 Freeholder: -  
 Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes (Public)  
 Land storage: Yes  
 Covered slipway: No  
 Pontoon moorings: Yes (80 berths)  
 Dry dock: No  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: No  
 Covered workshop: Yes  
 Chandlery: Yes

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 6.7 metres  
 Beam: 3 metres  
 Tonnage: 6 tonnes

**Employee numbers**

7 staff in total: Teddington Harbour  
 3 servicing and mooring management  
 1 chandlery  
 Toughs Boatyard  
 3 marine engineers

**Comments (2000)**

The site (and in particular the moorings) has been progressively upgraded over the past few years. The Environment Agency has also recently installed a grid which Teddington Harbour administers. Mr Miatt wanted to improve facilities further by providing a fuelling point and a pump out station. Toughs have relocated to Teddington Harbour after selling their site for redevelopment. They use the slipway at Swan Island for repair work when necessary.

**Comments (2007)**

The operations at Teddington Harbour have been steady since the previous study in 2000. The employees at the operation and works on site have not altered and the operator, Mr Miatt, noted that business was steady from the previous study. As detailed in the 2000 study, there was an aspiration of the boatyard operator to include a fuelling point as part of the operations at the Teddington Harbour. The planning for this facility has not progressed since the 2000 study although the desire to develop a fuelling point has not diminished. The lack of funding for such a facility was seen as the greatest barrier to developing it.

**Boatyard Record Sheet**Boatyard number: **11** (23)

Premises

Trading Name: Francis H Newman (Shipyards) Ltd /Swan Island Harbour

Telephone no: (0208) 891 6635

Address : 1 Strawberry Vale  
Twickenham  
Middx

Postcode: TW1 4RX

Operator: Fiona Newman

Tenant: No

Freeholder: Yes

Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes (20 berths)

Dry dock: No

Buoy/bankside moorings: Yes (20 bankside berths)

Boat Hoist/Crane: Yes

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 21.3 metres

Beam: 4.5 metres

Tonnage: 40 tonnes

**Employee numbers**4 staff in total Newmans Shipyard  
2 (Site management)Swan Island Harbour  
2 (Mooring management)**Context****Planning and environmental health issues:**

Ms Newman said that occasional complaints were received about noise from the yard from nearby housing.

**Relationship to adjoining land uses/other boatyard facilities:**

Opposite the site is a garage and some small commercial units. The remainder of the land near the site is developed as private housing. Teddington Harbour Marina is approximately 1 mile upstream from the site

**Access arrangements (capacity, proximity to major roads):**

Access to the site is via a private road which passes through the garage site. There is vehicular access to the island itself across a small steel bridge with limited car parking on the site itself.

**Comments (2000)**

The main boatshed building was redeveloped several years ago to provide a modern workshop facility that can accommodate quite large craft. Repair works to the slipway were also carried out at the same time. Labour required for any repair work is bought in on a sub-contractual basis. The moorings are leased to a separate company (Swan Island Harbour) who operate them.

**Comments (2007)**

The operators reported that there was a static position between the 2000 and 2007 studies and that there had been no impact of development on the operations at Swan Island.

**Boatyard Record Sheet**

Boatyard number: **12** (24)

Premises  
 Trading Name: George Sims Racing Boats  
 Telephone no:  
 Address : Eel Pie Island  
 Twickenham  
 Middx  
 Postcode: TW1 3DY

Note that the business has relocated to Goring-on-Sea. The Eel Pie premises is currently vacant. The current address is:

George Sims (Racing Boats)  
 PO Box 3042  
 Goring  
 West Sussex  
 BN12 6RT  
 England

Operator: Andrew Sims  
 Tenant: No  
 Freeholder: Yes  
 Borough: Richmond upon Thames

**Facilities on the Eel Pie island site are**

Open slipway: Yes  
 Land storage: No  
 Covered slipway: No  
 Pontoon moorings: No  
 Dry dock: No  
 Buoy/bankside moorings: Yes (buoy)  
 Boat Hoist/Crane: No  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 9 metres  
 Beam: 3 metres  
 Tonnage: N/A

**Employee numbers**

None

**Context****Planning and environmental health issues:**

Not possible to obtain any information

**Relationship to adjoining land uses/other boatyard facilities:**

The yard is situated on Eel Pie Island which is home to a number of other boatyards of varying size. Next door to the site is Lion Boathouse. The site, like many others on Eel Pie is in both commercial and residential use.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the island and it is only possible to gain access by foot (across the footbridge) or by boat.

**Comments (2000)**

Andrew Sims was unavailable for interview and information about the site was obtained from a site visit and previous study undertaken by Adams Hendry on boatbuilding activities on Eel Pie Island. The yard concentrated on the construction, assembly and repair of racing rowing craft. It is understood however, that the business is being relocated to a site away from the River Thames.

**Comments (2007)**

The business has been relocated to Goring-on-Sea where the construction of sculling boats and supply of sculls and oars continues. The Eel Pie Island premises are vacant.

**Boatyard Record Sheet**Boatyard number: **13** (25)

Premises

Trading Name: Lion Boathouse

Telephone no:

Address : Eel Pie Island  
Twickenham  
Middx

Postcode: TW1 3DY

Operator:

Tenant:

Freeholder: Mr. Scott has retired and sold Lion Boathouse. The site is no longer an operational boatyard.

Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes

Land storage: No

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes (28 buoy berths)

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 10.6 metres

Beam: 3 metres

Tonnage: -

**Employee numbers**

None

**Context**

The Lion Boathouse was sold from the previous owner to a local architect who submitted an application in respect of the site in September 2005 and validated in November 2005. The delay in validation was due to additional elevations required. The Boathouse does not presently operate as a boatyard facility.

The application for the installation of floating pontoons is to provide safe access to the moorings as part of the boathouse. The application was withdrawn by the applicant on 12 January 2006 and the application case file closed. No contact has been made with the boathouse despite repeated attempts. The following link provides details of the documents submitted in respect of the application:

<http://www.ukplanning.com/richmond/showCaseFile.do?councilName=London+Borough+of+Richmond+upon+Thames&appNumber=05/2798/FUL>

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the island and it is only possible to gain access by foot (across the footbridge) or by boat.

**Comments (2000)**

Mr Scott is elderly and is likely to retire in the near future. He still does some minor work but this is fairly limited and derives his income from hiring out his facilities to those wishing to do DIY maintenance to their craft. He intends to sell the site as a going concern.

**Comments (2007)**

Mr Scott has sold the boatyard. The site is not currently being operated as a boatyard. A planning application to create pontoon moorings has been withdrawn.

**Boatyard Record Sheet**

Boatyard number: **14** (26)

Premises

Trading Name: Eel Pie Slipways Ltd

Telephone no: (0208) 8914481

Address : Eel Pie Island

Twickenham

Middx

Postcode: TW1 3DY

Operator: Ken Dwan

Tenant: No

Freeholder: Thames Cruises have obtained a full freehold interest in the boatyard to ensure the availability of repair facilities.

Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes

Land storage: No

Covered slipway: Yes

Pontoon moorings: Yes

Dry dock: No

Buoy/bankside moorings: Yes (140ft buoy moorings)

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 42.6 metres

Beam: 5.8 metres

Tonnage: 100 tonnes

**Employee numbers**

5 boatbuilders (repair and maintenance)

**Context****Planning and environmental health issues:**

The adjacent site to Eel Pie Slipways - Eel Pie Marine Centre burnt down several years ago. (See reference to Phoenix Wharf).

**Relationship to adjoining land uses/other boatyard facilities:**

The yard is situated on Eel Pie Island which is home to a number of other boatyards of varying size.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the island and it is only possible to gain access by foot (across the footbridge) or by boat.

**Comments (2000)**

Eel Pie Slipways was originally an important boatbuilding centre (forming part of the Thames Launch Works). Mr Leppard stated that 45 people use to be employed at the site. Boatbuilding activities have ceased at the site and the main bulk of the work carried out is repair and maintenance of the upriver passenger boats operating on the Thames.



**Comments (2007)**

Ken Dwan has advised that Thames Cruises has acquired the full interest in the boatyard so as to ensure its availability for the five vessels that the firm operates. The boatyard undertakes winter refit work for a variety of other passenger boat operators including:

- Woods River Services – Silver Dolphin
- R J Turk and Sons – Two vessels
- King Cruises – Two vessels
- Ed Langley – Two vessels
- French Brothers – Two vessels
- Roy Walker – Jenny Wren and My Fair Lady, Camden Lock, Regent's Canal

Priority is given to passenger vessels. Most work is undertaken November to Easter. At other times most of the work is for residential houseboats. In the event of the need for emergency repairs passenger boats take priority.

There has been little or no investment in the slipway during the last 50 years. It is only capable of slipping single hull craft up to 5.8 metres in width. It could be upgraded to take catamarans but this would be expensive. The problem is that the boatyard cannot generate additional income quickly enough to fund the improvements that are needed.

**Boatyard Record Sheet**

Boatyard number: **15**

Premises  
 Trading Name: Unknown  
 Telephone no:  
 Address: Phoenix Boatyard  
 Eel Pie Island  
 Twickenham  
 Middx  
 Postcode: TW1 3DY

Operator:  
 Tenant:  
 Freeholder:  
 Borough: Richmond upon Thames

**Facilities**

Open slipway: No  
 Land storage: No  
 Covered slipway: Yes  
 Pontoon moorings: No  
 Dry dock: No  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: No  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 12.5 metres  
 Beam:  
 Tonnage:

**Employee numbers**

None

**Context**

At the time of the 2000 Boatyard Study this site was disused. The boatyard building had been severely damaged by fire but the slipway underneath was undamaged. Henry Harrison submitted a planning application to retain the covered slipway and to construct business units and a manager's flat within the site that is located between Eel Pie Slipways and Eel Pie Boatyard.

LB Richmond was concerned about the practicality of the arrangements to maintain boat repair facilities on the site and commissioned Adams Hendry to review the planning application. Adams Hendry advises modifications to ensure that the full length of the slipway was made available for use and that the headroom of the building be increased to a minimum of 6 metres.

The Platonic Partnership submitted a fresh planning application for Henry Harrison on 28th July 2000 for the erection of a two storey block of B1 workshop studios and B2 boatyard with manager's flat above (Ref 00/2086/FUL). L B Richmond approved this application but later took enforcement action because the developer had inserted a beam across the slipway that reduced the effective length of the operational slipway.

The developer appealed and a hearing was held (APPEAL REFERENCE – APP/L5810/A/04/1138182). The inspector found that no breach of planning control had occurred because the original consent was not conditioned to prevent the insertion of structure within the covered slipway and such structures would not normally be subject to planning control.

**Comment (2007)**

It is understood that there is some boatyard use of the slipway for small craft so this represents a small net gain as compared to the situation in 2000.

**Boatyard Record Sheet**Boatyard number: **16** (27)

Premises

Trading Name: Eel Pie Boatyard

Telephone no: (0208) 8923626

Address : Eel Pie Island

Twickenham

Middx

Postcode: TW1 3DY

Operator: Mark Montgomery-Smith

Tenant: No

Freeholder: Yes

Borough: Richmond upon Thames

**Facilities**

Open slipway: No

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes

Dry dock: Yes

Buoy/bankside moorings: Yes

Boat Hoist/Crane: Yes

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 28.9 metres

Beam: 6 metres

Tonnage: N/A

**Employee numbers**

N/A

**Context****Planning and environmental health issues:**

Eel Pie Boatyard originally formed part of Eel Pie Marine Centre. When the site burnt down, the portion containing the dry dock element was sold off by the site owner (Henry Castell) and became Eel Pie Boatyard.

**Relationship to adjoining land uses/other boatyard facilities:**

The yard is situated at the eastern end of Eel Pie Island which is home to a number of other boatyards of varying size.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the island and it is only possible to gain access by foot (across the footbridge) or by boat.

**Comments (2000)**

The boatyard facilities are let out to people who want to engage in DIY work on their boats.

**Comments (2007)**

No change since 2000.

**Boatyard Record Sheet**Boatyard number: **17** (28)

## Premises

Trading Name: GS and EA Bell

Telephone no: (0208) 8921 308

Address : Eel Pie Island

Twickenham

Middx

Postcode: TW1 3DY

Operator: Sebastian Bell

Tenant: No

Freeholder: Yes

Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes

Land storage: No

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes (8 berths)

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 12.1 metres

Beam: 3 metres

Tonnage: 8 tonnes

**Employee numbers**

2 employees (Mr and Mrs Bell)

**Context****Planning and environmental health issues:**

Mr Bell was not aware of any complaints about activities at the site.

Relationship to adjoining land uses/other boatyard facilities:

The yard is situated on Eel Pie Island which is home to a number of other boatyards of varying size. The site, like many others on Eel Pie is in both commercial and residential use.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the island and it is only possible to gain access by foot (across the footbridge) or by boat.

**Comments (2000)**

Both Mr and Mrs Bell have other professions and the boatyard is a very small scale operation, consisting mainly of a number of moorings and the slipway which people use to take their boats out to work on.

**Comments (2007)**

No change.

**Boatyard Record Sheet**

Boatyard number: **18** (29)

Premises

Trading Name: Cruisemaster

Telephone no: (0208) 9778414

Address : Eel Pie Island

Twickenham

Middx

Postcode: TW1 3DY

Operator: Pat Walsh

Tenant: Yes

Freeholder: LB Richmond

Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: No

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length:

Beam: Not known

Tonnage:

**Employee numbers**

1 employee (Mr Walsh)

**Context****Planning and environmental health issues:**

Not possible to obtain any information.

**Relationship to adjoining land uses/other boatyard facilities:**

The yard is situated on Eel Pie Island which is home to a number of other boatyards of varying size. Ivy Castle (GS and EA Bell) is next to the site on one side whilst Aquarius - a block of flats built on the site of a former hotel - is on the other.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the island and it is only possible to gain access by foot (across the footbridge) or by boat.

**Comments (2000)**

Mr Walsh is a riverworks contractor who undertakes piling and dredging works. By their nature, most of his activities are undertaken at other locations and it is understood that he uses his premises mainly for the maintenance and repair of his machinery.

**Comments (2007)**

This is a small site that has been used for the construction of pontoons etc and as a base for river works elsewhere. Contact has not been made with the owner but the site is still available for boatyard use.

**Boatyard Record Sheet**Boatyard number: **19** (30)

## Premises

Trading Name: Previously Petersham Boat Services

Address : Petersham Road

Richmond

Surrey

Postcode: TW10 6UT

Operator: Vacant

Tenant:

Freeholder:

Borough: Richmond upon Thames

## Facilities

Open slipway: No

Land storage: No

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes (40 buoy moorings)

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length:

Beam: N/A

Tonnage:

**Employee numbers**

None

**Context**

The site is adjacent to the Three Pigeons pub that was damaged by fire and acquired by a property developer. Mr. Ellis has vacated the premises. LB Richmond has required the reconstruction of the boat house as part of a planning application assessed in 2003.

<http://cabnet.richmond.gov.uk/Published/C00000224/M00001002/AI00004734/PC3JULY2003022395FUL8187PETERSHAMROADRICHMOND.pdf>

It is likely that the ground floor boathouse will be used for boat storage rather than a working boatyard.

**Relationship to adjoining land uses/other boatyard facilities:**

Next door to the site is the Richmond Canoe Club and the renovated pub –converted to a restaurant on the ground floor.

**Access arrangements (capacity, proximity to major roads):**

There is no public vehicular access but it is possible to reach the site by vehicle along the towpath.



**Comments (2000)**

The site consists of little more than the moorings that Mr Ellis manages on both banks of the river and leases. He also does a limited amount of repair work.

**Comments (2007)**

The boathouse is currently vacant.

**Boatyard Record Sheet**

Boatyard number: **20** (31)

Premises

Trading Name: Richmond Bridge Boathouse

Telephone no: (0208) 948 8270

Address : The Bridge Boathouses

Richmond

Surrey

Postcode: TW9 1TH

Operator: Mark Edwards

Tenant: Part of the boatyard operates in arches under Richmond bridge that are owned by Richmond Council and leased to the Great River Race / and Richmond Bridge Boathouses.

Freeholder: Yes Freeholder of 1-3 Boathouses

Borough: Richmond upon Thames

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: Yes

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 12.1 metres

Beam: 1.8 metres

Tonnage: N/A

**Employee numbers**

7 staff in total: 5 boatbuilders

2 management

**Context****Planning and environmental health issues:**

Mr Edwards was not aware of any complaints regarding activities on the site.

**Relationship to adjoining land uses/other boatyard facilities:**

The Boathouses are part of the Richmond Riverside development which is a mixed use scheme consisting of shopping, leisure and residential uses. Directly above the boathouses is a pub.

**Access arrangements (capacity, proximity to major roads):**

There is limited vehicular access to the waterfront.

**Comments (2007)**

A number of activities are carried on at the site. It specialises in the construction and repair of traditional rowing boats. These are used for skiff racing, the Great River Race and ceremonial events on the river. There are also ancillary activities such as skiff hire

conducted from the site to support the boatbuilding activities.

The boatyard is one of only three boatyards in London that regularly build boats.

Mr Edwards has reported that the business has remained static since the time of the previous survey and that there had been minimal if any impact from a planning point of view on his operations.

**Boatyard Record Sheet**Boatyard number: **21** (32)

Premises

Trading Name: Colliers Launches  
 Telephone no: (020) 8892 0741  
 Address : St Margarets Road  
 Isleworth  
 Middlesex

Postcode:

Operator: Arthur Collier & Sons  
 Tenant: Yes (licensee)  
 Freeholder: PLA  
 Borough: Hounslow

**Facilities**

Open slipway: No  
 Land storage: No  
 Covered slipway: No  
 Pontoon moorings: No  
 Dry dock: Yes  
 Buoy/bankside moorings: Yes (operational buoy moorings)  
 Boat Hoist/Crane: Yes (crane)  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked /lifted / moored**

Length: 39.6 metres  
 Beam: 7.9 metres  
 Tonnage: Not applicable

**Employee numbers**

5 boatbuilders (permanent staff)

10 carpenters, painters and electricians (employed on short term contracts)

**Context****Planning and environmental health issues:**

Mr Collier has suffered from complaints about the noise generated by his activities by the residents of the new housing that has been developed adjacent to the site. The same residents have also complained about the other boatyard operations by the Ait, adjacent to their houses. Mr Collier has operated from the site for 18 years and several years ago, brought in a larger floating dry dock to replace the existing floating dry dock at the site which was becoming too small for the craft they maintain. The LB Hounslow have since instigated enforcement action against the dry dock alleging it is a breach of planning control and a public inquiry to hear the appeal against the enforcement notice was held in April, 2000. Mr. Collier won his appeal against enforcement action. In 2003 he obtained planning permission to roof over the dry dock to reduce potential noise impacts beyond the site and to enable better quality paint finishes to be achieved during the winter. The roof has not been constructed due to other priorities.

**Relationship to adjoining land uses/other boatyard facilities:**

The site is located adjacent to Isleworth Ait, an undeveloped island which is operated as a local nature reserve by the London Wildlife Trust. Opposite the site on the north bank, is the Nazareth Convent whilst further downstream, modern housing and offices have been developed. In terms of other boatyards, BJ Woods (another floating site located by the Ait) are immediately downstream of the site whilst upstream, there is Thistleworth Marine (a small residential houseboat site on the bankside) and other vessels moored and operated by Trident Marine and Peter Murfit. Further upstream are Richmond Bridge Boathouse and Petersham Boat Services.

**Access arrangements (capacity, proximity to major roads):**

Access to the site is gained via the Sea Scouts premises (through which Mr Collier has a right of access) which are located on St Margarets Road ( a local road). The nearest main distributor route is the A316, located at the southern end of St Margarets Road.

**Comments (2000)**

The site Colliers operate at Isleworth is an important boatbuilding facility that the company uses to maintain the passenger boats that it operates between Westminster and Hampton Court. The whole of the site is floating including the dry dock that is built from a converted barge. The site is also used to maintain and adapt houseboats when it is not in use for passenger vessels.

**Comments (2007)**

Planning consent for a roof over the dry dock was obtained in 2004 but has not been implemented.

**Boatyard Record Sheet**Boatyard number: **22** (33)**Premises**

Trading Name: B J Wood and Sons

Telephone no: (0208) 5604848

Address : Lion Wharf Road

Isleworth

Middx

Postcode: TW7 7BW

Operator: Mr Wood

Tenant: Yes

Freeholder: Port of London Authority

Borough: Hounslow

**Facilities**

Open slipway: No

Land storage: No

Covered slipway: No

Pontoon moorings: No

Dry dock: Yes (3)

Buoy/bankside moorings: Yes (operational buoy moorings)

Boat Hoist/Crane: Yes

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 24.3 metres

Beam: 6 metres

Tonnage: Not applicable

**Employee numbers**

6 marine engineers

**Context****Planning and environmental health issues:**

Mr Woods has suffered from persistent complaints from some of the residents in the new housing developed opposite the site. This has been to such an extent that Mr Woods has had to modify some of his activities such as ceasing shot blasting.

**Relationship to adjoining land uses/other boatyard facilities:**

The site is located adjacent to Isleworth Ait, an undeveloped island which is operated as a local nature reserve by the London Wildlife Trust. Opposite the site, modern housing and offices have been developed. Downstream of the site, the nearest boatyard facilities are Brentford Dock Marina, SPL Marine and MSO Marine Construction. Upstream of the site are other vessels moored and operated by Colliers Launches, Trident Marine and Peter Murfit as well as a small residential houseboat site located on the bankside operated by Thistleworth Marine.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the site which is floating, making access possible only by boat (or by foot at low tide). The nearest road is Lion Wharf Road ( a dead end)

which connects to St Margarets Road (a local road). The nearest main distributor route is the A316, located at the southern end of St Margarets Road.

**Comments (2000)**

B J Woods and Sons is an important boatbuilding facility that has contracts for maintaining a number of the passenger boats operating on the Thames. The whole of the site is floating including 3 dry docks built from converted barges.

**Comments (2007)**

Mr Wood has said that the biggest problem the firm has is with sensitivity by neighbours to noise limiting the type of operations that can be carried out at the boatyard. The firm has built a sound barrier on the dry dock as a mitigation measure and also altered the manner in which they needle-gun boats. There had been some issues relating to operations at night – this was necessary due to the fluctuations in tide etc. The employment levels on site had remained relatively static although they had lost some business due to not being able to dry blast.

**Boatyard Record Sheet**

Boatyard number: **23** (34)

## Premises

Trading Name: Brentford Dock Marina

Telephone no: (0208) 5685096

Address : 2 Justin Close  
Brentford Dock  
Brentford  
Middx

Postcode: TW8 8QE

Operator: Brentford Dock Property Services Ltd

Tenant: Yes

Freeholder: Brentford Dock Management Co

Borough: Hounslow

## Facilities

Open slipway: No

Land storage: No

Covered slipway: No

Pontoon moorings: Yes (55 berths)

Dry dock: No

Buoy/bankside moorings: No

Boat Hoist/Crane: No

Covered workshop: No

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 24.3 metres (restricted by dock gates)

Beam: 4.5 metres (restricted by dock gates)

Tonnage: N/A

**Employee numbers**

1 Harbourmaster

**Context****Planning and environmental health issues:**

There used to be a workshop at the Marina but following noise complaints from some residents, it was closed.

**Relationship to adjoining land uses/other boatyard facilities:**

The Marina has been developed in the old dock basin with flats built around it. SPL Marine and MSO Marine Construction are to the north of the site, near to the confluence of the River Brent with the Thames.

**Access arrangements (capacity, proximity to major roads):**

Access to the site is via a private road which joins Brentford High Street. There is specific car parking for marina users provided on the site.

**Comments (2000)**

The only marine activity that takes place at the site is the mooring of vessels. The moorings are well serviced, being provided with power and water and there is also a marina club/restaurant. There are however no boatyard activities such as repair and maintenance of craft undertaken at the site.



**Comments (2007)**

Not a boatyard only a marina, situation was static between 2000 and 2007

**Boatyard Record Sheet**

Boatyard number: **24** (35 and 36)

Premises

Trading Name: MSO Marine Services

Telephone Number 020 8560 5159

Address Dock Road

Brentford

Postcode TW8 8AG

Operator Jake and Pauline Oliver

Tenant Yes

1. MSO Construction site – tenant of Stardale Ltd.

Stardale has a lease to 2021 from BWB but MSO

Construction only has a lease from Stardale Ltd. to June 2007

2. Former SPL site adjoining Thames Locks – MSO Marine Services has a 20 year lease from BWB

3. MSO Marine Services has secured a lease from BW for part of Johnson's Island (also known as Staffordshire Wharf) for the repair, maintenance and storage of boats, subject to planning and other consents. The 10-year lease commenced in Sept 2006.

Freeholder British Waterways Board

Borough: Hounslow

Location: Grand Union adjacent to Thames Locks

**Boat Services**

Boat building Yes

Plating, hull repairs and alterations Yes – including large amounts of plating

Fit out Yes

Engine installations and electrics Yes

**Facilities**

Wet Dock Yes

Dry Dock No

Floating Dry Dock Two floating dry docks

Slipway Only a small slipway

Covered workshops Yes

Boat Hoist / Crane Yes – crane barge

Grids Three

**Max dimensions of craft that can be dry docked**

	Dry Dock 1	Dry Dock 2
Length	31.5 metres	20 metres
Beam	7 metres	5 metres

**Max dimensions of craft that can be lifted**

Crane barge can lift vessels up to 5 tons in weight

**Services for Boaters**

## Moorings

- Pontoon No
- Bankside No
- Other No

Elsan Disposal No

Pump Out No

Water Point No

Diesel No – but considering installing facilities

Gas No

Electricity No

Rubbish Disposal No

Chandlery No

**Employee Numbers**

8 – 10 staff. There is very little DIY use of the facilities

**Planning and environmental health issues**

An application for retrospective planning permission is to be made for the reconstruction of the three grids on the former SPL site.

Stardale Ltd. had drawn up proposals for a seven storey block of flats on the site above a retained boatyard and a number of storeys of car parking. These proposals are not being pursued currently.

**Relationship to adjoining land uses**

Brentford Dock on the south side of the boatyard has been redeveloped for residential use. These neighbours are generally supportive of the boatyard activities.

**Access arrangements**

Road access is via Dock Road that is a private road forming part of the Brentford Dock development. It is only possible to bring in small boats into Dock Road up to 5 tons that are launched with the crane barge.

**Comments (2007)**

This is one of only three boatbuilding yards in Greater London. The firm has acquired a lease of the former SPL site from British Waterways. The firm has also acquired a lease of the disused dry dock on Johnson's Island from British Waterways and intends to bring it back into use.

Stardale has a long lease on the site that was obtained to pursue a scheme for residential flats on the site (such a use would be contrary to LB Hounslow planning policy). This is the largest of the three sites occupied by MSO and was previously used for tug and barge building and repairs by EC Jones. The buildings on Site 1 are in poor condition and MSO Marine services wants to upgrade them but as the lease from Stardale Ltd. expires in June 2007 it is not viable to do so.

**Boatyard Record Sheet**Boatyard number: **25** (37)

Premises

Trading Name: Lots Ait

Telephone no: N/A

Address : Ferry Rd  
Brentford  
Middx

Postcode: TW8

Operator: N/A

Tenant: N/A

Freeholder: Rialto Homes Plc has sold on its interest in Lots Ait to Hither Green Developments in 2005 (without implementing the S106 agreement for the site).

Borough: Hounslow

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: Yes

Buoy/bankside moorings: Yes

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 30.4 metres

Beam: 12.1 metres

Tonnage: N/A

**Employee numbers**

N/A (site is not in operation)

**Context**

The majority of the Ferry Quays redevelopment was completed a number of years ago following approval for major development in 1999 and 2000. The overall site comprised 4.7 hectares (11.6 acres), located at the junction of the Grand Union Canal and the River Thames, to the south of High Street, Brentford.

**Planning and environmental health issues:**

Lots Ait is included within the Brentford Town Centre SRB regeneration area. Outline planning permission has recently been granted for a major mixed use redevelopment scheme on the adjacent riverside land but including Lots Ait. Several boatyard elements are included in the redevelopment scheme. On Lots Ait was proposed to retain and refurbish the dry docks with a new building being constructed over them which would house a café bar and restaurant at first floor level, with the ground floor being used for boatyard related uses. A new footbridge would provide access to the facilities from the northern riverbank. This part of the development has not been implemented and the site remains vacant.

**Relationship to adjoining land uses/other boatyard facilities:**

The redundant boatyard covers the northern part of the Ait, whilst the southern part of the Ait is undeveloped, being mainly wooded and an important wildlife habitat. The site is near to a number of other boatyard facilities located in Brentford, namely MSO Marine Construction, SPL Marine and Brentford Dock Marina.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the Ait. It is only possible to reach it by boat (although the approved redevelopment proposals provide a new footbridge link to the Ait).

**Comments (2000)**

Lots Ait was an important boatyard, possessing three dry docks but has been derelict for many years. The marine infrastructure however (such as the dry docks) is still capable of being brought back into use (as proposed in the approved redevelopment scheme).

**Comments (2007)**

The Council is in the process of commencing legal action with regard to the provision of upgraded facilities on the River Thames in line with a section 106 agreement. The most recent committee report of the planning Officers at Hounslow on this matter can be found at:

[http://213.210.33.3/Published/C00000236/M00003572/AI00028797/\\$FERRYQUAYS DiscussionReportforIBACFinalNov061.docA.ps.pdf](http://213.210.33.3/Published/C00000236/M00003572/AI00028797/$FERRYQUAYS DiscussionReportforIBACFinalNov061.docA.ps.pdf).

With regard to Lots Ait it appears that Rialto Nomes plc has sold on its interest in the disused boatyard to Hither green Developments? without implementing the S106 agreement that sought to secure its use either as a leisure club or the restoration of the dock structures for use.

The extract from the committee report concerning Lots Ait is as follows.

**"Lots Ait**

5.24 At the time outline planning permission was granted, it was recognised that any development of the mainland Ferry Lane site must tie in improvements to Lots Ait. This would include an ecological management plan for the island and also either (i) the implementation of the proposed leisure club and first floor café and pedestrian bridge or (ii) the restoration of the existing dock structures for use. The first of the two options for Lots Ait under the outline scheme included a first floor café and pedestrian bridge, with the three main docks being retained – the larger two docks retained for boat repair / building and the third dock (split into two smaller docks) shown as proposed for a leisure river-related use. The slipway on Lots Ait was also to be retained. The maintenance and protection of existing areas of ecological interest was to be achieved by the proposed ecological management plan secured as part of the section 106 agreement.

5.25 The Lots Ait Plan for the first of the two options should have been implemented by July 2003 or, failing that, the 'Alternative Scheme' (i.e. the restoration of the existing dock structures for use) by January 2004. A reserved matters submission for Lots Ait was refused in February 2005 principally due to the unacceptable impact of the proposal on ecology. Given the time limitation on the first of the two options, the section 106 agreement does require the developer to restore the existing structures and for Lots Ait to remain as an ecological area with no development. However, this 'Alternative Scheme' should have been implemented by January 2004 and Members should consider the desirability of requiring that such a scheme (including as a minimum, restoration of existing dock structures, dock gates, roof structures and

associated features) be put together and submitted to the LPA together with a revised date for implementation.

5.26 Suggestions have been made for additional uses on Lots Ait. However, it is Officers' opinion that the introduction of other uses and intensifying the use of Lots Ait would not be in the interest of the nature conservation value of the Ait or the inter tidal mud flats that surround it. It does seem now that the best solution would be for the fallback position to be implemented, that is, the restoration of the existing structures and its use for boat management and repair. The ecological management plan would also need to be agreed as part of any package of works/improvements to the Ait.

5.27 Given the breach of the obligation (with the first option time limited so that the alternative should have been carried out), Members are asked to comment on officers pursuing the implementation of the fallback position and requirement for an ecological management plan to be submitted for approval as set out in the preceding paragraph. "

### **Conclusion**

The Lots Ait dry docks offer the opportunity to provide new covered dry docks on the River Thames.

**Boatyard Record Sheet**Boatyard number: **26** (38)

## Premises

Trading Name: Chiswick Grid  
 Telephone no: N/A  
 Address : Strand on the Green foreshore  
 Postcode:

Operator: PLA  
 Tenant: No  
 Freeholder: PLA  
 Borough: Hounslow

**Facilities**

Open slipway: No  
 Land storage: No  
 Covered slipway: No  
 Pontoon moorings: No  
 Dry dock: No  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: No  
 Covered workshop: No  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 35 metres  
 Beam: 8 metres  
 Tonnage: Not known

**Employee numbers**

N/A (the grid is not manned)

**Context****Planning and environmental health issues:**

N/A

**Relationship to adjoining land uses/other boatyard facilities:**

The grid is located adjacent to a row of riverside housing. The next nearest boatyard facilities are located upstream at Brentford, namely MSO Marine Construction, SPL Marine and Brentford Dock Marina.

**Access arrangements (capacity, proximity to major roads):**

There is no vehicular access to the Grid. It is only possible to reach it by foot (along the towpath) or by boat.

**Comments (2007)**

Following the 2000 study the PLA leased the grid to Michael Woolf who spent about £12,000 on repairs but had only 3 – 4 users so returned the lease to the PLA. The reason for the lack of demand was that the grid was useful for inspections but has no facilities if repairs were needed.

**Boatyard Record Sheet**

Boatyard number: **27** (39)

Premises

Trading Name: Chiswick Quay Marina

Telephone no: (0208) 9948743

Address : Marina Office  
Chiswick Quay  
London

Postcode: W4 3UR

Operator: Mr Brown-Squires

Tenant: Yes

Freeholder: Chiswick Quay Freeholds

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes (50 berths)

Dry dock: No

Buoy/bankside moorings: No

Boat Hoist/Crane: No

Covered workshop: No

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 6 metres

Beam: 1.8 metres

Tonnage: 3 tonnes

**Employee numbers**

1 harbourmaster (Mr Brown-Squires)

**Context****Planning and environmental health issues:**

Mr Brown-Squires said that he occasionally received complaints from residents about people carrying out works to their boats.

**Relationship to adjoining land uses/other boatyard facilities:**

The marina is surrounded by housing (developed at the same time as the Marina). The nearest boatyard facilities are at Brentford (SPL/MSO) and Hammersmith (Alan See).

**Access arrangements (capacity, proximity to major roads):**

The site has direct access onto a main road. There is separate car parking for marina users and residents.

The only boatyard activity that takes place at the site is the mooring of vessels. The moorings are well serviced, being provided with power and water and permission has recently been obtained for 6 residential berths and a pump out facility. There are however no boatyard activities such as repair and maintenance of craft undertaken at the site

**Comments (2007)**

Not a boatyard – simply operating as a marina, situation static since 2000.



**Boatyard Record Sheet**Boatyard number: **28** (40)

## Premises

Trading Name: Alan See  
 Telephone no: (0208) 7487738  
 Address : Barge 'Elsie'  
 Lower Mall  
 London  
 Postcode: W6 9DJ

Operator: Alan See  
 Tenant: Not Known  
 Freeholder: Not Known  
 Borough: Hammersmith and Fulham

## Facilities

Open slipway: No  
 Land storage: No  
 Covered slipway: No  
 Pontoon moorings: Yes  
 Dry dock: Yes  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: No  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length:  
 Beam: Not known  
 Tonnage:

**Employee numbers**

Not possible to obtain any information

**Context****Planning and environmental health issues:**

Not possible to obtain any information

**Relationship to adjoining land uses/other boatyard facilities:**

The land adjoining the site is public open space incorporating a riverside walk.

**Access arrangements (capacity, proximity to major roads):**

The site can only be accessed by foot (via the embankment) or by boat. The nearest vehicular access is on Lower Mall.

**Comments (2000)**

Mr See declined to be interviewed for the survey and information about the site was gathered from site visits and the 'Tide' Guide to the River Thames produced by the PLA. The site is another 'floating' site which mainly consists of residential houseboats. A limited amount of maintenance work is done at the site, mainly on the houseboats moored there.

**Comments (2007)**

No contact was made with Mr See but the moorings are still in use at Hammersmith Pier.

**Boatyard Record Sheet**Boatyard number: **29** (41)

Premises

Trading Name: Chas Newens Marine

Telephone no: (0208) 7884587

Address : The Boathouse  
Embankment  
Putney

Postcode: SW15 1LB

Operator: Chas and Julie Newens

Tenant: Yes

Freeholder: LB Wandsworth/Private Landlord

Borough: Wandsworth

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes (7 buoy moorings)

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: Yes

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 8.5 metres

Beam: N/A

Tonnage: 3/4 tonnes

**Employee numbers**

10 staff in total: 4 (repairs and maintenance)

3 (sales)

1 (accounts)

1 (waterman)

1 (management)

**Context****Planning and environmental health issues:**

The operators have received complaints about noise and trade waste in the past from activities at the shop. Chas Newens are currently attempting to renew the lease of Ashlone Wharf at the end of the Embankment where they have workshop and storage facilities which is owned by the LB Wandsworth.

LB Wandsworth want to dispose of the site as they say they cannot afford to repair the elderly buildings on the site, some of which are leased to the Sea Scouts on a peppercorn rent. Chas Newens have stated that the loss of these storage and workshop facilities would prejudice their ability to provide craft for many events including the University Boat Race as well as servicing the many craft used by the rowing clubs located along the Embankment.

**Relationship to adjoining land uses/other boatyard facilities:**

The shop and workshops on the Embankment are surrounded by a variety of uses. To the rear of the site is residential development, whilst there are commercial premises located over the shop and workshop. The site at Ashlone Wharf is located next to an area of Open Space.

**Access arrangements (capacity, proximity to major roads):**

Both sites operated by Chas Newens have direct access onto the Embankment.

**Comments (2000)**

Chas Newens provide a number of services including chandlery and engine repairs from their premises and have a large fleet of craft which are used for a wide variety of events and film work. Maintenance and repair of these craft and others in use by the many rowing clubs located along the Embankment is undertaken in the premises that they lease at Ashlone Wharf, at the end of the Embankment.

**Comments (2007)**

Chas Newens were in the process of negotiating with the Council (Wandsworth) to extend the lease and also expand the showroom and workshop areas into a separate building. They had stated that the negotiations had not been overly successful in terms of receiving flexibility from the Council in trying to expand what was a successful operation. In terms of planning issues related to their site, they had received no complaints or been impacted upon by other planning decisions. The operations had expanded slightly in terms of numbers of staff and also the procurement of 20 bankside moorings in Richmond.

**Boatyard Record Sheet**Boatyard number: **30** (42)

## Premises

Trading Name: Chelsea Yacht and Boat Co

Telephone no: (0207) 352 1427

Address : 106 Cheyne Walk

London

Postcode: SW10 0DG

Operator: Mr Osgood

Tenant: Yes

Freeholder: LB Kensington and Chelsea (Wharf)/PLA (Foreshore)

Borough: Kensington and Chelsea

**Facilities**

Open slipway: No

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes (58 berths)

Dry dock: Yes

Buoy/bankside moorings: Yes (200 metres of buoy moorings)

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 16.7 metres

Beam: 4.2 metres

Tonnage: N/A

**Employee numbers**

12 staff in total: 6 boatbuilders (new build/repair and maintenance)

4 management/office

2 night watchmen

**Context****Planning and environmental health issues:**

Mr Osgood was not aware of any complaints about activities at the site. The adjacent site (including a disused jetty) is owned by LB Kensington and Chelsea. Mr Osgood had approached the Council with a view to leasing the land to provide a grid so they could work on more craft. The Council however have declined to lease the site, even though it has been vacant for nearly 30 years as there seems to be uncertainty about the future use of the site.

**Relationship to adjoining land uses/other boatyard facilities:**

The land immediately adjacent to the site is open space (river embankment/private garden). Inland from the site, there is mainly residential development.

**Access arrangements (capacity, proximity to major roads):**

The site has direct access onto a main road (Cheyne Walk).

**Comments (2000)**

The site is one of the few places on the Thames which has a large residential mooring capacity. Boatbuilding is also undertaken at the site (steel barges). Mr Osgood would like to provide further moorings (linking up the gap) between the two current pontoons and a tidal grid (in addition to the beachblocks they already possess) so that more boats could be worked upon.

**Comments (2007)**

The CYBC had received permission for a third access to the site from the Embankment. This would provide an additional point of access for residents at the marina. They also had developed an extra mooring downstream of the new access point that was a 60ft boat extending towards the centre of the river which would provide better access and working areas.

In the 2000 study it was mooted by the operators of the site that they were looking to "bridge the gap" in terms of moorings. This would provide an additional number of moorings which had no estimated number. This application hadn't been pursued and the operator stated that they were no longer looking to pursue this development. Employment numbers etc were static between the 2000 study and 2006.

**Boatyard Record Sheet**

Boatyard number: 31

Premises

Trading Name: Metropolitan Police Boatyard

Telephone no: (0207) 275 4850

Address : 82-84 Wapping High Street  
Wapping  
London

Postcode: E1W 2NE

Operator: Metropolitan Police Transport Services

Tenant:

Freeholder: Yes

Borough: London Borough of Tower Hamlets

**Facilities**

Pontoon Moorings

Boat Hoist

Covered Workshop

**Max dimension of craft that can be lifted:** 11.90 metres

**Max Weight:** 15 tonnes

**Employee numbers and skills:**

3x Marine Technicians, 2x Boat-builders, 1x Turner/Welder

4x Marine Apprentices 1x Boat-builder Apprentice, 1x Boatyard Manager,

1x Boatyard Supervisor, 1x Parts Supervisor, 1x Parts Technical Assistant

1x Labourer

**Planning and environmental health issues:**

The Boatyard has not received any official complaints within the last 10 years.

**Access arrangements**

It is not possible to bring the current range of patrol boats into the yard by road. Small Rigid Inflatable on trailers accepted.

**Comments (2007)**

In addition to Police boats, the RNLI use the boatyard facility on repayment, the MPS staff assist in the recovery of RNLI crafts into the boatyard and will carry out maintenance or repairs at the request of the RNLI Thames Manager.

**Boatyard Record Sheet**Boatyard number: **32** (43)

## Premises

Trading Name: South Dock Marina

Telephone no: (0207) 252 2244

Address : Rope Street  
Plough Way  
London

Postcode: SE16 7SZ

Operator: Gary Bettersworth (Site Manager for LB Southwark)

Tenant: No

Freeholder: LB Southwark

Borough: Southwark

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes (Approx 240 berths)

Dry dock: No

Buoy/bankside moorings: No

Boat Hoist/Crane: Yes (Crane)

Covered workshop: No

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 15 metres

Beam: 3.6 metres

Tonnage: 17.5 tonnes

**Employee numbers**6 staff in total: 1 site manager  
1 office admin  
1 duty dock master  
1 assistant dock master  
2 general maintenance**Context****Planning and environmental health issues:**

Mr Bettersworth said that he had received a few complaints in the past about noise, so the Marina Office ensured that people did not work on their boats too late at night. The Site was originally developed by the London Docklands Development Corporation and given to LB Southwark when the LDDC was dissolved. Consequently there is some uncertainty about whether the marina will remain in public sector ownership or be sold to a private operator. The current area of car parking and land storage is also zoned for housing development in the UDP which is also a threat to the marina's future.

**Relationship to adjoining land uses/other boatyard facilities:**

The marina is surrounded by the associated housing development. Upstream of the lock gates there is a passenger boat pier and a riverside walk. Downstream, there is a fenced compound used for boat storage and car park.

**Access arrangements (capacity, proximity to major roads):**

The site has access onto Plough Way (a local road)

**Comments (2000)**

The site is an important source of moorings on this stretch of the river. The site also has modern facilities and there is also land available for possible expansion.

**Comments (2007)**

The manager of the South Dock Marina stated that the numbers between surveys were relatively static and that actual numbers simply fluctuated depending on the size of the craft. They had changed the supplier of their maintenance contract since 2000 and this had resulted in an actual increase in employment numbers. The marina had no issues in terms of environmental impact and had not sought to expand as there was no room for it to do so.



**Boatyard Record Sheet**Boatyard number: **33** (44)

## Premises

Trading Name: Ferry End Marine

Telephone no: (0207) 791 2895

Address : Ferry Street  
Millwall  
London

Postcode: E14 3DT

Operator: General Marine

Tenant: Not known

Freeholder: Not known

Borough: Tower Hamlets

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: Yes

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length:

Beam: Not known

Tonnage:

**Employee numbers**

Not Known

**Context****Planning and environmental health issues:**

Not known

**Relationship to adjoining land uses/other boatyard facilities:**

The land adjoining the site (on both sides) has been redeveloped for flats. A pub is situated opposite the site across Ferry Street. South Dock Marina is located approximately 0.5 mile upstream on the South Bank whilst Welding Marine is approximately 0.25 miles downstream (also on the South Bank).

**Access arrangements (capacity, proximity to major roads):**

The site has direct access onto Ferry Road (a local road) which joins Westferry Road (a local distributor road).

**Comments (2000)**

General Marine, the operators of Ferry End Marine declined to be interviewed for the study. The information gathered on the site was obtained a site visit and the 'Tide' Guide to the River Thames produced by the PLA.

**Comments (2007)**

General Marine operate a fleet of tugs used for towage on the River Thames . The Ferry End site is still shown as one of their two operating bases on the company's website. Thames Strategy East has in Guidance RG.32 "Investigate opportunities to reinstate boat repair and maintenance operations at Ferry End Marine slipway on the Isle of Dogs." This implies that the facilities are no longer operational. The slipway is small and not suitable for the larger passenger vessels.

**Boatyard Record Sheet**Boatyard number: **34** (45)

## Premises

Trading Name: Thames Craft Dry Docking Services Limited

Telephone no: (0208) 305 1993

Address : Pipers Wharf  
79 Banning Street  
Greenwich  
London

Postcode: SE10 0NT

Operator: Paul Deverell

Tenant: Yes

Freeholder: Morden College

Borough: Greenwich

**Facilities**

Open slipway:	No
Land storage:	Yes
Covered slipway:	No
Pontoon moorings:	Yes (145 feet)
Dry dock:	Yes (3)
Buoy/bankside moorings:	No
Boat Hoist/Crane:	Yes (Crane)
Covered workshop:	Yes
Chandlery:	No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Dry-dock 1: 57.5 metres long, 19.2m wide; lifting capacity approximately 1200 tonnes.

Dry-dock 2: 41.0 metres long, 15.8m wide; lifting capacity approximately 600 tonnes.

Dry-dock 3: 59.5 metres long, 15.5m wide; lifting capacity approximately 1600 tonnes.

**Employee numbers**

2 permanent staff:	1 manager
	1 foreman

Sub-contract staff as required but always uses a local team of skilled labour

**Context**

This operation is due to be relocated to Bay Wharf as a result of a planning permission for residential at . The planning application is discussed in detail at:

<http://www.greenwich.gov.uk/NR/rdonlyres/A82B8674-0D85-4B84-910C-3016D59BF495/0/20061511Minutes.pdf>

<http://www.greenwich.gov.uk/NR/rdonlyres/1E111CBB-E777-4930-95DA-E2D7C9955EA4/0/20061511decisions.pdf>

This decision on the wharf development has been been ratified by Council as per the decisions in the second link above.

**Planning and environmental health issues:**

Mr Deverell had not received any complaints about noise. The Thames footpath bisects the site cutting the riverside element from the landward element although this did not seem to cause any major problems.

**Relationship to adjoining land uses/other boatyard facilities:**

The site is surrounded by other industrial operations including a refinery and tarmac plant.

**Access arrangements (capacity, proximity to major roads):**

The site is accessed off Banning Road (a local road). The nearest major road is the A102 Blackwall Tunnel Approach.

**Comments (2000)**

The site is an important commercial repair facility and maintains many of the larger passenger boats working on the Thames. There has been recent substantial investment in the form of a new floating dry dock that cost approximately £250,000. This can accommodate all but the largest passenger vessels currently in operation on the Thames.

**Comments (2007)**

Thames Craft Dry Docking has acquired a larger dry dock that is capable of docking Silver Sturgeon that is 61 metres length x 13 metres beam. This dry dock is currently waiting downriver to be installed at Bay Wharf together with the other dry docks that are to be re-located as part of the S106 agreement that is attached to a planning permission to redevelop Lovell's Wharf and Badcocks Wharf for mixed use development.

Mr. Paul Deverell has commented that the scheme is "in abeyance" and is dependent on the developer to discharge the S106 obligations. He has referred the study to Nick King of the Greenwich Development Agency for further information.

Nick King is to provide details of the relocation to Bay Wharf.

**Boatyard Record Sheet**Boatyard number: **35** (46)

Premises

Trading Name: General Marine  
 Telephone no: (0207) 791 2895  
 Address : No 53 Dock Rd  
 Silvertown  
 London  
 Postcode: E16

Operator: General Marine  
 Tenant: Not known  
 Freeholder: Not known

**Facilities**

Open slipway: Yes  
 Land storage: Yes  
 Covered slipway: No  
 Pontoon moorings: Yes  
 Dry dock: No  
 Buoy/bankside moorings: No  
 Boat Hoist/Crane: Yes  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length:  
 Beam: Not known  
 Tonnage:

**Employee numbers**

Not known

**Context****Planning and environmental health issues:**

The site is adjacent to Thames Wharf (a safeguarded wharf).

**Relationship to adjoining land uses/other boatyard facilities:**

The site is surrounded by industrial development including a Tate and Lyle Sugar factory and faces the Millennium Dome site on the Greenwich Peninsular. Welding Marine and Cory Barge Works are approximately 0.5 miles upstream and downstream respectively.

**Access arrangements (capacity, proximity to major roads):**

The site has access onto Dock Road (a local Road) which is now a dead end. Dock Road joins the A1020 Silvertown Way (a local distributor road)

**Comments (2000)**

General Marine declined to be interviewed and information about the site was obtained from a site visit and the 'Tide' Guide to the River Thames produced by the PLA.

**Comments (2007)**

General Marine operate a fleet of tugs used for towage on the River Thames . The Silvertown site is still shown as one of their two operating bases on the company's website.

## Boatyard Record Sheet

Boatyard number: **36** (47)

Premises  
 Trading Name: Cory Environmental  
 Telephone no: (0208) 8535434  
 Address : Cory Barge Works  
 Riverside  
 Charlton  
 Postcode: SE7 7SU

Operator: Cory Environmental  
 Tenant: Yes  
 Freeholder: Viscount Goss Estate

### Facilities

Open slipway: No  
 Land storage: Yes  
 Covered slipway: Yes (3)  
 Pontoon moorings: Yes  
 Dry dock: Yes (3)  
 Buoy/bankside moorings: Yes  
 Boat Hoist/Crane: Yes (Crane)  
 Covered workshop: Yes  
 Chandlery: No

### Max dimension of craft that can be slipped / dry docked / lifted / moored

Length: 30.4 metres  
 Beam: 7 metres  
 Tonnage: N/A

### Employee numbers

12 staff in total: 9 boatbuilders (barge builders)  
 3 labourers

### Context

#### Planning and environmental health issues:

Not aware of any complaints about activities at the site.

#### Relationship to adjoining land uses/other boatyard facilities:

The site is surrounded by various other industrial operations including a waste transfer station. Further upstream to the north of the site is the Millennium Dome Site where the Millennium Village is being developed.

#### Access arrangements (capacity, proximity to major roads):

Access to the site is via a narrow lane that is used by a number of HGV's. The nearest major road is the A102 Blackwall Tunnel Approach.

### Comments (2000)

Cory Barge Works is an important commercial facility that services the tugs and barges it uses in the contracts it has to transport London's waste. The Barge Works also carry out work for the PLA and some passenger boat operators. There has been substantial investment (approx £500,000) to modernise the site over the past 10 years and the site now possesses a specialist metal fabrication shop and engineering workshop in addition to the facilities already listed.

**Comments (2007)**

At the LRA conference “Putting the Thames in London” on 31st October 2006, Capt Neil Caborn who is General Manager, Lighterage for Cory told Mike Adams that Cory Environmental intends to rebuild the existing boatyards so that it can maintain the Cory fleet of tugs that are now too large to fit into the existing facility. However, Capt. Caborn has declined to provide further information to this study on the grounds that the plans have not been finalised.

The PLA has said that should the plans be implemented it is likely that Cory would no longer undertake work for third party operators. Cory has not confirmed this.

The redevelopment plans are associated with the planning permission that Cory has obtained for a waste to energy plant at Belvedere. Cory need improved maintenance facilities for its fleet of tugs and barges. There is a possibility that cory may seek to build a waste transfer station on part of the existing barge works site to transfer waste from road to barge for onward transport to Belvedere.

**Boatyard Record Sheet**Boatyard number: **37**

Premises

Trading Name: Woolwich ferry grid and workshops

Telephone no:

Address : New Ferry Approach

Woolwich

Postcode: SE18 6DX

Operator:

Tenant:

Freeholder:

Borough: Greenwich

**Facilities**

Open grid: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be berthed on grid / dry docked / lifted / moored**

Length: 56 metres

Beam: 18.6 metres

Tonnage: 738 tonnes

**Employee numbers**

8 staff in total: 2 engineers

8 SSEW

3 Fitters

4 Electricians

4 Shipwrights

2 Boilermakers

3 Painters

**Context**

Regular maintenance is undertaken on grid at Woolwich. All 3 vessels are due for a major refit in 2009. The last refit was undertaken in Hull.



**Boatyard Record Sheet**Boatyard number: **38** (48)

## Premises

Trading Name: Gallions Point Marina

Telephone no: (0207) 4767054

Address : Gate 14  
Royal Docks  
Woolwich Manor Way  
North Woolwich

Postcode: E16 2PU

Operator: Mr Miller and Mr Matthews

Tenant: Yes

Freeholder: English Partnerships (land formerly owned by LDDC).  
English partnership interest may have been passed on to  
London Development Agency (CHECK)**Facilities**

Open slipway: No

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: Yes

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 21.9 metres (restricted by dock gates)

Beam: 7.6 metres (restricted by dock gates)

Tonnage: 100 tonnes

**Employee numbers**

8 staff in total: 2 management

1 trimmer

2 mechanics

1 sprayer

1 carpenter

1 shipwright

**Context****Planning and environmental health issues:**

The operators were not aware of any noise complaints regarding activities at the site. At present much of the land around the site is undeveloped. The site is also on the landing path of London City Airport which means that no building higher than 2 storeys can be erected on the site.

**Relationship to adjoining land uses/other boatyard facilities:**

Much of the land around the site is undeveloped although a new office building has recently been developed opposite the site. There is also a commercial factory unit nearby. Further to the South, Barratt are developing high rise riverside apartment, whilst to the west, there is a temporary watersports and jet ski centre, housed in portacabins.

**Access arrangements (capacity, proximity to major roads):**

The site is reached via the old dock gate road that currently still has a security checkpoint. This road joins Woolwich Manor Way (a local distributor route) that leads up to the A13.

**Comments (2000)**

The site is currently being developed with a chandlery and other facilities. The operators would also like to build a slipway as a suitable site exists for such a facility.

**Comments (2007)**

There is a large amount of information about this site that is relevant to this study.

- 1 We have met with Eric Miller who runs Gallions Point Marina and his comments are set out in Appendix 5.
- 2 Newham Council has adopted the Royal Albert Basin Development Framework Plan Supplementary Planning Guidance. The guidance proposes residential development on Royal Albert Island that takes part of the existing Gallions Point Marina site. This residential development is located close to the existing boatyards workshop. In addition there are a number of other proposals including a slipway and 8,600 square metres of marine employment floorspace on a former PLA marine repair site that is now used by Newham College.
- 3 Jackie Lindre of the LDA has advised that it is unlikely that it will be possible to implement the marine employment proposals due to the difficulty in relocating Newham College. Jim Lewis of the East London Learning and Skills Council (LSC) has advised that the construction skills training at Gallions Point is undertaken by John Laing Training on a franchise basis and that this is not the preferred method of training provision. Newham College is investing in new construction training facilities in Barking.
- 4 Sean Collins has advised that NOEA the builders of some of the Thames Clippers has looked at this site with a view to providing up to date boat maintenance facilities.

**Boatyard Record Sheet**

Boatyard number:       **39** (49)

Premises

Trading Name:           Barking and Ilford Navigation Co

Telephone no:

Address :                Hewetts Quay

Barking

Essex

Postcode:               IG11 7BT

Operator:

Tenant:

Freeholder:             The Hewett Estate

**Facilities**

Site has been redeveloped for housing since 2000

**Comments (2000)**

The site and neighbouring industrial estate are owned by the Hewett Estate (a major local landowner). It is understood that the current site operator may not have a lease on the site and the viability of the boatyard business is questionable. A large amount of boat repairs at the site are reported to be on a DIY basis by boat owners. As no other operators have expressed an interest in continuing the boatyard operation, the Council are likely to grant permission for the site to be redeveloped for residential use in line with their strategies for regenerating Barking Creek.

**Comments (2007)**

Site has been redeveloped for residential use.

**Boatyard Record Sheet**Boatyard number: **40**

## Premises

Trading Name: The Port of Tilbury London Ltd.

Telephone no: 01375 852200

Address : Leslie Ford House  
Tilbury Freeport  
Tilbury  
Essex

Postcode: RM18 7EH

Operator: Wet berth and quay available for rent

Tenant: No

Freeholder: Forth Ports

**Facilities**

Open slipway: No

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: No but can be hired in

Covered workshop: No

Chandlery: No

**Comment (2007)**

This berth is currently being used by Woods River Cruises to undertake a £2m refit of the Silver Sturgeon that is one of the largest Thames passenger boats in operation at 61 metres length and 13 metres beam. The advantages of the berth is that it has power, security and a compound for site huts etc. The work is being undertaken by MSC Europe Ltd that is a Southampton based company that does repair and refit work on passenger vessels across Europe. Use of the berth for a 2.5 month period has cost £7.500.

The adjoining berth is currently being used by Interserve for work on pontoons. Interserve undertake the renovation of infrastructure on the River Thames and has recently refitted Greenwich Pier.

**Boatyard Record Sheet**Boatyard number: **41** (50)

Premises

Trading Name: Lay Construction

Telephone no:

Address : 1 Clifton Parade  
Gravesend  
Kent

Postcode: DA12

Operator: Previously Lay Group Ltd – now subject to redevelopment

Tenant: No

Freeholder: Yes

**Facilities**

Open slipway: No

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: No (drying out blocks)

Buoy/bankside moorings: Yes

Boat Hoist/Crane: No

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 18.2 metres

Beam: 6 metres

Tonnage: 13 tonnes

**Employee numbers (in 2000)**

20 staff in total: 2 platers/welders

1 engineer

1 electrician

16 laminators/assemblers

1 naval architect/site manager

**Context****Planning and environmental health issues:**

Mr Newman said that noise complaints were received very occasionally from nearby flats.

**Relationship to adjoining land uses/other boatyard facilities:**

Upstream of the site, an out of town retail estate has been developed. Downstream of the site, there is currently a commercial building although permission has recently been given for residential redevelopment of the site.

**Access arrangements (capacity, proximity to major roads):**

The site has direct pedestrian access onto Thames Way (a local road) although there is no footway. Vehicular access to the site is off Stuart Road (a local road) through a piece of land which is owned by the Lay Group and leased and operated by a builders merchant. The access runs along the route of the old railway line and onto the viaduct where the site office is situated.

**Comments (2000)**

The site was originally known as Clifton Slipways and has always been used for boatbuilding. A railway line used to run over the top of the site (the workshops are housed in the arches of the viaduct) when paddle steamers used to call at Gravesend. The Lay Group also operate White Horse Fast Ferries who have a contract to operate passenger ferries on the River Thames. The site has been established to build the ferries and is fully equipped with facilities including 3 laminating shops, a plating shop, an engine shop, an electrical shop and a boatshed.

**Comments (2007)**

In 2000 this site was probably the largest boatbuilding operation on the tidal River Thames. The boatyard built high-speed ferries for White Horse Fast Ferries that sought to provide a Gravesend to London service. White Horse Fast Ferries went into receivership in 2000. The boatyard closed and the adjoining areas have been granted consent for residential development.

**Boatyard Record Sheet**Boatyard number: **42** (52)

## Premises

Trading Name: Denton Ship Repairs

Telephone no: (01474) 567881

Address : Wharf Road  
Gravesend  
Kent

Postcode: DA12 2RU

Operator: John Bridges

Tenant: Yes

Freeholder: Feabrex Limited

**Facilities**

Open slipway: Yes

Land storage: Yes

Covered slipway: No

Pontoon moorings: No

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: Yes (Crane - 8 tonne capacity)

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 45.7 metres

Beam: 9.1 metres

Tonnage: N/A

**Employee numbers**

18 staff in total: 10 platers/welders

1 machinist

7 labourers

**Context****Planning and environmental health issues:**

Mr Bridges was not aware of any complaints about activities on the site. The slipways have suffered with siltation problems since a series of groynes were constructed on the northern bank to protect the shoreline.

**Relationship to adjoining land uses/other boatyard facilities:**

The site is surrounded by other commercial and industrial uses. The PLA Marine Services at Denton Wharf are located approximately 250 metres downstream.

**Access arrangements (capacity, proximity to major roads):**

The Site has direct access onto Wharf Road (a local road).

**Comments (2000)**

Denton Ship Repairs is one of the most important commercial sites on Thames, due to the two large slipways that it possesses. These are able to accommodate most of the commercial passenger craft currently in use on the Thames, the maintenance, inspection and repair of which, is the bulk of Denton's business. The site is geared up

for commercial work and has a dedicated plating shop and carpentry shop in addition to the facilities listed earlier. The site's condition is fairly rundown as the site owners are unwilling to invest in new facilities and are happy to continue just deriving a rental income from the sites they own.

**Comments (2007)**

The site is subject to a major redevelopment proposal and masterplanning exercise in the Gravesham Borough Council Canal Basin/North East Gravesend SPD, November 2005 .

The consultation information is found at:

<http://www.gravesham.gov.uk/media/pdf/h/3/Final%20Questionnaire.pdf>

The brief proposes high density mixed use development on the waterfront up-river of Dentons, the retention of Dentons Slipway and the development of medium density residential – led mixed use development between Dentons Slipway and Denton Wharf (PAL). The form of operations at Dentons slipway with open-air working means that there will be significant impacts on the form of work allowed, hours of operations and type of work that will ultimately be allowed on site. The residential proposals could lead to the loss of the boat repair facility as it is a B2 general industrial use. The PLA has objected to Gravesham's draft proposals (see Record Sheet 51).



**Boatyard Record Sheet**Boatyard number: **43** (53)

## Premises

Trading Name: PLA Marine Services

Telephone no: (01474) 562500

Address : Denton Wharf  
Wharf Road  
Gravesend

Postcode: DA12 2RU

Operators: Capt Peter Steen (Marine  
Services Manager)

Tenant: No

Freeholder: PLA

**Facilities**

Open slipway: No

Land storage: Yes

Covered slipway: No

Pontoon moorings: Yes

Dry dock: No

Buoy/bankside moorings: Yes

Boat Hoist/Crane: Yes

Covered workshop: Yes

Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

Length: 15 metres

Beam: 5.5 metres

Tonnage: 30 tonnes

**Employee numbers**

33 staff in total:	Engineering	Marine Services
	1 marine engineer	1 marine services manager
	2 engineering superintendents	1 marine services officer
	1 electrical superintendent	1 marine services assistant
	5 ship engineers	8 authority divers
	5 assistants	8 site operatives

**Context****Planning and environmental health issues:**

Mr Cartwright was not aware of any complaints about activities at the site.

**Relationship to adjoining land uses/other boatyard facilities:**

The site is located within a commercial/industrial area. Denton Ship Repairs is approximately 250 metres upstream of the site.

**Access arrangements (capacity, proximity to major roads):**

The site has direct access onto Wharf Road (a local road).

**Comments (2000)**

The main activity at the site is the servicing and repair of buoys. Smaller PLA craft can also be lifted by the quayside cranes into a converted barge which functions as a type

of floating dry dock for hull work, antifouling etc. Work is only undertaken on PLA vessels. Denton Wharf is a safeguarded wharf and therefore, the wharf could only be developed for boatbuilding and repair if it was no longer appropriate to retain its use as a commercial wharf.

#### **Comments (2007)**

The PLA has made considerable improvements to the facilities at Denton Wharf since the 2000 study. These include:

- A hoist dock and travel capable of lifting vessels up to 65 tons and 21/22 metres long by 6.8 metres beam – providing it is properly balanced;
- Workshops and base for PLA divers including training tank and decompression tank;
- Offices;
- A new workshop building for the grit blasting chamber – large enough for buoys and small craft; and
- Hardstanding

The PLA plans to harden off more of the inner quay to provide hard standing for vessels lifted by the travel hoist. The main constraint is the width of the gate in the flood wall.

Denton Wharf is available for use by third parties and users include:

- Thames Clippers (the small 62 seater catamaran);
- Briggs Marine and other watermen's mooring boats;
- Capital Pleasure boats;
- Van Orde Dredging;
- Private individuals.

The facilities at Denton Wharf are not sufficient to maintain all the PLA's craft. The patrol craft are maintained at Gillingham Marina. The salvage craft (30 x 10 metres x 300 tonnes) is refitted at ABP Port of Lowestoft.

The PLA has objected to Gravesham Borough Council's draft SPD for the Canal Basin / North East Gravesend waterfront sites. The PLA considers that the residential proposals could prejudice the operations at Denton Wharf and at Denton Slipway. The PLA has arranged a meeting with Gravesham Borough and SEEDA to explore the opportunity for a cluster of marine based industries at north-east Gravesend.

**Boatyard Record Sheet**Boatyard number: **44**

## Premises

Trading Name: R J Turk and Son  
 Telephone no: (01634) 400110  
 Address : Turks Boatyard  
 The Historic Dockyard  
 Chatham  
 Kent  
 Postcode: ME4 4TZ

Operator: Mr John Tweedle  
 Tenant: Yes – 25 year lease on No. 7 Slipway  
 Freeholder: Chatham Historic Dockyard Trust

**Facilities**

Open slipway: No  
 Land storage: No  
 Covered slipway: Yes with cradle and gates  
 Pontoon moorings: No  
 Dry dock: No  
 Buoy/bankside moorings: Yes  
 Boat Hoist/Crane: Travelling Crane  
 Covered workshop: Yes  
 Chandlery: No

**Max dimension of craft that can be slipped / dry docked / lifted / moored**

The overall dimensions of the slipway are 300 feet (91 metres) x 80 feet (24 metres). The slipway will be able to slip all Thames passenger vessels apart from the Silver Sturgeon and the M.V. Dixie Queen.

**Context**

No. 7 Covered Slipway is a scheduled Ancient Monument. Built in 1855 it is the last of the covered slips to be built at Chatham. It forms part of the 32 hectares site of Chatham Historic Dockyard. It was last used for warship building in 1966. The building was restored at a cost of £3M with a view to bringing it back into boatyard use.

**Comments (2007)**

No. 7 Slip was previous in use as an indoor ski slope because the Chatham historic dockyard trust could not find a tenant who wished to use it for boat repair. R J Turk and Sons is in the process of establishing boatyard facilities in No. 7 Slip. This has involved the installation of dry dock gates, electrical power, restoration of the travelling crane and the sourcing of cradles. This has required additional investment to the £3M spent on repairing the envelope of the building. Vessels can be slipped using the tide but eventually it is proposed to install a winch and run the cradles on rails.

John Tweedle has advised that the slipway was not brought into use in time for the winter season of passenger boat operators in 2006/7. However, the slipway is now becoming operational. The slipway will be able to slip all Thames passenger vessels apart from the Silver Sturgeon and the M.V. Dixie Queen. Mr. Tweedle was not in a position to say what operators have indicated their intention to use the slipway.

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## Note of telephone conversation with Sean Collins of Thames Clippers on 11th January 2007

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Thames Clippers will be operating 12 vessels this year. Each requires a 10 day refit in dry dock when works are carried out under the supervision of a marine surveyor to satisfy the licence requirements of the MCA. This requirement could lead to a more regular requirement for refit throughout the year.

Thames Clippers was using A & P at Ramsgate for refit work. The clippers can get to Ramsgate in 2.5 hours! (This firm went into voluntary liquidation in May 2006).

Thamescraft floating dry docks at Greenwich are now used but this does not have covered facilities or a sufficient range of directly employed skilled workers.

On average each boat receives propeller damage four times per year. At the moment boats are taken to Putney and repairs are undertaken on the foreshore at low tide. Use of boat is lost for 8 hours.

Thames Clippers is looking to establish a submersible pontoon at Trinity Buoy Wharf where damaged propellers etc can be dealt with. It is not proposed that this location would be used for major refits.

Mike Adams  
Adams Hendry Consulting Ltd.  
11th January 2007



## Note of Meeting with Andy Griffiths of London River Services on 19th December 2006

Maintenance requirements of London River Services infrastructure and vessels.

Andy Griffiths said that Transport for London (TfL) has its own requirements for maintenance these principally comprise the eight river piers operated by TfL and the three Woolwich Ferries that are operated on behalf of TfL by Greenwich Council. The maintenance requirements of TfL are summarised in Table 1. The length of the various structures is given so that this can be related to the dimensions of boatyard facilities.

**Table 1**  
***Piers and vessels operated by London River Services that require regular maintenance.***

<b>Pier</b>	<b>Length</b>	<b>Comments</b>
Millbank	39.5 metres	Strongly built pontoon. Built at Rochester by steel fabricator – can be lifted out of the water.
Westminster	5 x 32 metres long pontoons	Can be broken down into parts for maintenance.
Embankment	109 metres	One piece pontoon that was built in France in 1998.
Festival	32 metres	This is constructed from a 50 year old pontoon that was last maintained at Denton Slipways.
Blackfriars	50 metres	One piece pontoon
Bankside	2 x 62 metres	One piece pontoon
Tower	8 pontoons of varying	Can be broken down into two parts for maintenance.
Greenwich		Recently subject to a £1.3M renovation undertaken by Interserve as main contractor. This included the replacement of the 1906 linkspans. The 8 pontoons were refurbished at Denton Slipways.
<b>Woolwich Ferries</b>		
3 vessels	185.6 feet x 61 feet	Regular maintenance is undertaken on grid at Woolwich. All 3 vessels are due for a major refit in 2009. The last refit was undertaken in Hull.

Source: Andy Griffiths, Head of London River Services 19th December 2006

## Issues

- TfL employs 32 staff in the workshops at Woolwich to maintain the 3 Woolwich ferries – in addition to the operational crew.
- All three Woolwich ferries are due for a major refit in 2009. There are no suitable facilities on the River Thames.
- Refitting of piers is generally let a s a contract to a main contractor such as Interserve who then makes arrangements for a suitable boatyard and sub-contractors.
- TfL contractors make significant use of Denton slipways for the maintenance of piers.
- Pier pontoons can be removed for maintenance around the coast – or in France - on a floating pontoon but this is costly, increases the time that the pier is out of action and can be subject to risk due to bad weather etc.

<b>Passenger Boat Operator</b>	<b>LRS Comments</b>	<b>Name of boatyard(s) used for servicing and repair</b>
Absolute Pleasure Boats	MV Royalty	
Bateaux London / Catamaran Cruisers	Operates 6 vessels	
Campion Launches / Viscount Cruises	Operates 2 vessels	
Capital Pleasure Boats	Operates 3 vessels	
Chas Newens	Operates small vessels	Chas Newens
City Cruises	Operates 5 large vessels + a variety of medium sized craft.	
Colliers Launches	Operate 4 vessels	Colliers Dry Dock
Crown River Cruises	Operates 5 vessels	
King Cruises	Operates Kingwood	
Livett's Launches / Thames Luxury Charters	Operates 2 Mississippi style riverboats and other vessels.	
London Party Boats	Operates MV London Belle	
Lowe Thames and Medway Passenger Boat Company	Operates Princess Pocahontas based at Gravesend and operates trips to London.	
Thames Clippers	Operates 6 clippers + another 6 on order for delivery in 2007	
Thames Cruises	Operate 5 vessels	Eel Pie Slipways Ltd
Thames Executive Charters	Operate 3 launches and MV Henley.	
Thames Leisure Ltd.	Operates 5 vessels	
Topsail Events and Charters		
Turks Launches	Operate 6 vessels.	
Westminster Party Boats	Operate 3 vessels	
Woods River Cruises	Operate 4 vessels	
	62	

Mike Adams  
Adams Hendry Consulting Ltd.  
19th December 2006

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## Note of meeting re GLA Boatyard Study with Port of London Authority at Denton Wharf on 18th January 2007

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Present:	James Trimmer (JT)	Port of London Authority
	Lucy Owen (LO)	Port of London Authority
	Peter Steen (PS)	Port of London Authority
	Mike Adams (MA)	Adams Hendry Consulting Ltd
	Chris Swiderski (CS)	Adams Hendry Consulting Ltd

### **Key facilities on the River Thames**

#### ***Cory's Barge Works, Charlton***

JT asked MA if he is aware of Cory's proposals at the Charlton Barge Works? MA said that he had discussed the proposals to increase the dimensions of the dry dock slipways with Capt Caborn at the LRA conference last October but he was unwilling to give details to the GLA study because they had not been approved by the landowner. JT said that the landowner dialogue had taken place and there is a sufficient number of years left in the lease to make a business case for improving the facilities. JT said that he considers the site could be subject to safeguarding because of its importance in supporting river transport and because he expects the site and/or the land behind to be subject to pressures for residential redevelopment over time. MA said that in the 2000 PLA study he found that it was well used by many of the smaller Thames passenger vessels because the existing facility is too small for most of the Cory vessels. There is a danger of a loss of capacity for these vessels if the rebuilding goes ahead. PS thought that the reconstructed boatyard is not planned as a third party facility although this could be confirmed by Cory's directly.

#### ***Thamescraft Dry Docking***

LO confirmed that Greenwich Council had made a resolution to grant planning permission to relocate the floating dry docks to Bay Wharf.

#### ***Denton Slipway***

MA said that he is concerned with Gravesham Borough Council's consultation document on a residential led strategy for the 'regeneration' of the waterfront. JT said that the proposals could also prejudice the PLA's operation of Denton Wharf and that the PLA had objected to Gravesham Borough. PS said that the road to Denton Wharf is a nationally recognised abnormal load route. Boats are taken out by road. The residential development at the canal basin resulted in the installation of traffic islands that prevented the movement of large loads. As a result of objection by the PLA these have now been replaced with removable islands.

JT said that the PLA is seeking a marine cluster to be developed in the area around Denton Slipway and Denton Wharf. A meeting is arranged with Gravesham Borough and SEEDA at the end of January to consider this further.

#### ***Denton Wharf***

PS said that the PLA has made considerable improvements to the facilities at Denton Wharf since the 2000 study. These include:



- A hoist dock and travel capable of lifting vessels up to 65 tons and 21/22 metres long by 6.8 metres beam – providing it is properly balanced;
- Workshops;
- Offices;
- A new workshop building for the grit blasting chamber – large enough for buoys and small craft; and
- Hardstanding

PS plans to harden off more of the inner quay to provide hard standing for vessels lifted by the travel hoist. The main constraint is the width of the gate in the flood wall. Denton Wharf is available for use by third parties and users include:

- Thames Clippers (the small 62 seater catamaran);
- Briggs Marine and other watermen's mooring boats;
- Capital Pleasure boats;
- Van Orde Dredging;
- Private individuals.

The facilities at Denton Wharf are not sufficient to maintain all the PLA's craft. The patrol craft are maintained at Gillingham Marina. The salvage craft (30 x 10 metres x 300 tonnes) is refitted at ABP Port of Lowestoft.

### **Port of Tilbury**

JT - Silver Sturgeon is being refitted in a berth at Tilbury. The work is internal and the berth provides security, power and road access. JT urged MA to talk to Tom Woods about the need of Woods River Cruises for boatyard facilities.

PS said that the caisson of Tilbury dry dock had been removed and the smaller dry dock had been used as a dump so it was unlikely to be practical to seek to bring either facility back into use.

### **Gallions Point Marina**

MA said that the GLA had asked him to identify opportunities to provide facilities to maintain larger vessels such as the Thames Clippers. There is just one site that seems to present a good opportunity. This is land adjoining Gallions Point Marina that forms part of the Newham College site that is currently being used for construction training (John Laing Training). There are a variety of opportunities that include a dry dock slipway using a former dock entrance or alternatively utilising land that forms part of Gallions Point Marina. Access for vessels is available either through KGV lock or for smaller vessels through the lock that adjoins the marina.

The advantage of this site is that it is understood to be owned by the LDA, public safety zone restrictions for London City Airport prevent its use for intensive development such as residential and the site is allocated for marine employment floorspace. London City Airport has an interest in securing a slipway into the River Thames for emergency rescue craft in this location.

JT said that the PLA would support a facility in this location. PS said that there may be difficulty in obtaining adequate access for a slipway and it may be better to consider a hoist dock. This would also enable vessels to be moved around a larger site.

### **Site visit**

A site visit took place after the meeting and PS showed the party around the new facilities that the PLA has established.

Mike Adams  
Adams Hendry Consulting Ltd.  
24th January 2007

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# Note of Meeting with Eric Miller of Gallions Point Marina 11th January 2007

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## **Boat Repair facilities**

The yard undertakes 'quite a lot' of repair. Up to 8 – 9 staff work on repairs including hired in sub-contractors. All boats are taken out of the water using a hired-in crane. Large boats are repaired on hard standings within the marina small boats can be worked on in the workshop. Generally London City Airport seeks to restrict height of cranes to 15 metres but can go up to 17 metres. Relationships with London City Airport are very good. The Marina always contacts LCR before the use of cranes and LCR always gives approval.

LCR is required to close for 14 hours each weekend (currently closed between 12.30 pm Saturday to 12.30 pm Sunday) and this provides a window of opportunity for big lifts.

The Marina works in conjunction with specialist boat-lift firms to provide a service for the boat show at Excel to bring in boats by trailer and store them prior to exhibition at the London Boat Show.

The Marina does not undertake much regular work for Thames passenger boats but emergency work is undertaken. For example the Londinium is coming in to investigate something that is suspected to be wrapped around the propeller. The Marina lock will be used as a wet dock and PLA divers will go down to inspect the propeller.

On being told that owners of larger passenger vessels often made use of Denton slipways at Gravesend Mr. Miller said that Dentons is too far away down river for vessels that have a problem such as something wrapped around the propeller.

## **The Marina lock**

This is operated by the Marina and provides access to the River Thames about 5 hours either side of high water for vessels of up to 1 metre draught. There is an outer flood defence barrier that is operated by the Marina following a phone call to the Environment Agency.

Charges for use of the lock are £5 - £10 and these are passed to the Royal Docks Management Authority (RoDMA) who are responsible for the Royals infrastructure. The Marina provides access to the River Thames for training exercises for the two LCR rescue craft (2 x 6.5 metre rigid inflatable boats). However, the lock would not provide suitable access in an emergency as it takes about 20 minutes for vessels to lock through.

## **The idea of a covered drydock slipway on part of the Newham College site**

Mr Miller said that he would welcome more in the way of facilities in this location. It would provide more marine repair employment and help to replace the loss of

facilities elsewhere. For example, at South Dock (formerly part of the Surrey Docks) the area of hard standing is being reduced to provide land for residential development.

Mike Adams explained the idea of a slipway using the former dock entrance adjoining the Newham College building. Mr. Miller said that the Newham College building was previously used by the PLA for repairing marine equipment, buoys etc. Mr. Miller would be happy to give up part of the Marina site adjacent to the workshop if it is necessary to extend a slipway / building into the Marina site to obtain sufficient length. This would require re-routeing the access road.

Mike Adams said that the Royal Albert Basin Framework Plan specifies a height limit of 6 metres for buildings in the flight path for the airport in this location. Mr Miller said that he is allowed vessels with masts up to 100 feet high at the eastern end of the Marina site and 75 feet (22.85 metres) high towards Steve Redgrave Bridge (i.e the same height as the lamp columns on the bridge).

Mr Miller said that LCR would be interested in a slipway on the site that would enable it to launch rescue craft into the River Thames. It takes about 20 minutes for the rescue craft to access the Thames through the lock at the Marina. This is too long to be of any use in an emergency.

Mike Adams  
Adams Hendry  
11th January 2007