

COMMENTS BY THE CHELSEA SOCIETY ON THE

DRAFT THAMES CONSERVATION AREA MANAGEMENT PLAN

<https://planningconsult.rbkc.gov.uk/Draft_Thames_CAMP/consultationHome>

1. CADOGAN PIER (Located downstream of Battersea and Albert Bridges)
2. This is primarily a working pier for vessels navigating the river and inshore waters for business or leisure purposes.
3. The Pier shall comply with the Thames Conservation Area Policy Statement of the Royal Borough of Kensington & Chelsea 1983 (as amended from time to time) and with any advice given by Historic England in view of its location adjacent to the Grade II\* listed Albert Bridge. It shall also comply with the terms of any licence granted by the Port of London Authority.
4. At least six berths of not less than 12 metres each shall be reserved for vessels visiting for less than 48 hours
5. Each vessel moored at the pier shall:
6. have the appearance of a vessel constructed for navigating the river and/or inshore waters, and shall make a voyage under its own power or under sail on at least two occasions in each calendar year. All such voyages shall be recorded in the vessel’s log book, which shall be produced for inspection on 24 hours written notice.
7. not display any tree, bush, flower, television aerial, or any other object not normally visible on a vessel navigating the river and/or inshore waters
8. have an overall length of not more than 12 metres.
9. have a height (excluding masts and funnels) of not more than 6 metres above the waterline
10. be painted only in colours normally used for boats and/or in marine wood-varnish.
11. be maintained in reasonable condition and not show any substantial area of rust or flaking paint
12. be securely moored so as not to cause damage under adverse weather or water conditions to itself or other boats, or to gas, electricity, or water connections.
13. not be occupied as a residence. Any sleeping accommodation in the vessel shall not be used for more than ten nights in any calendar month.
14. not be let or licenced as short-term living accommodation, and especially not on Air B&B or any similar short-term letting scheme.
15. not be used for business purposes other than for the carriage of goods and/or passengers
16. not be used so as to cause a nuisance or annoyance to other vessels or people on shore
17. have available to it at reasonable charges a metered supply of electricity and potable water, and refuse-disposal facilities
18. The pier and the vessels and the area between high and low water shall be kept clear of rubbish
19. A suitable berth and gangways and a ticket office and covered waiting area shall be provided at a reasonable charge for the river bus and kept clear at all times when the river bus is scheduled to call at the pier.
20. No structures other than the two existing cabins and the entrance gates and gangway shall be erected on the pier.
21. The pier shall not be extended.
22. CHELSEA REACH (located upstream of Battersea Bridge)
23. This is an area for use by static houseboats. It shall comply with the Thames Conservation Area Policy Statement of the Royal Borough of Kensington & Chelsea 1983 (as amended from time to time). It shall also comply with the terms of any licence granted by the Port of London Authority.
24. Each boat must:
25. have planning permission for use as a residence
26. be registered for Council Tax
27. have available to it at reasonable charges a metered supply of electricity, gas, and potable water; and telecommunications and refuse-disposal facilities
28. not be let or licenced as short-term living accommodation, and especially not on Air B&B or any similar short-term letting scheme.
29. not be used for business purposes other than as a home-office
30. have an overall length of not more than 30 metres.
31. have a height of not more than 5 metres above the waterline
32. have an appearance consistent with the unique charm of Chelsea, and in accordance with Appendix 9 paras. 9.6 – 9.9 inclusive of the Thames Conservation Area Policy Statement.
33. be maintained in reasonable condition and not show any substantial area of rust or flaking paint
34. be painted only in colours consistent with the character of Chelsea Reach or in marine wood-varnish.
35. Points (i) and (j) shall apply to gangways and other equipment used with the boat as well as the boat itself.
36. not be used so as to cause a nuisance or annoyance to nearby vessels or people on shore.
37. be securely moored so as not to cause damage under adverse weather or river conditions to itself or other boats, or to gas, electricity, or water connections.
38. The buildings and commercial berths within the site will continue to be used to preserve the traditional use of the site for boat-building and boat-repair, and to continue to provide employment and apprenticeship opportunities in those trades.
39. The boats, and the area between high and low water marks, shall be kept clear of rubbish.
40. There should be no more than 60 boats, and the gap between the two sections of the moorings must be respected.

MICHAEL STEPHEN

Vice-chairman

4th August 2025