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# BUTLER'S WHARF RIVERSIDE TRUST

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CONCLUDING REPORT - FEBRUARY 2022



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# A LETTER FROM THE TRUSTEES

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BUTLER'S WHARF RIVERSIDE TRUST

To Our Community:

We are pleased to share the Concluding Report of the Butler's Wharf Riverside Trust. From our founding, the Trust's stated goal has been "to protect, enhance and preserve Butler's Wharf Riverside for all its users." The conclusions outlined below represent the enormous amount of information gathering and learning that we have done over the past four years as we have worked with Shad Thames' stakeholders to unravel the complicated legal issues surrounding the jetty and to find a positive way forward that meets the needs of all those who use it.

The issues encountered have been complex and numerous and we have worked strenuously to tackle each in turn. We believe both maintenance and capital improvements for the jetty are now within reach and we hope that stakeholders will engage with this work to deliver improvements which will be cleaner, greener, and safer. We believe these changes will ultimately deliver a better environment, increased property values, and better business prospects for our neighbourhood.

2022 marks the jetty's centenary. In recognition of its 100 years and the important part it has played in the lives of Shad Thames residents - perhaps never more so than over the last two years - we are honoured to have worked on a solution to the jetty's current problems that is appropriate to its place at the heart of our community and its important role in the history of our great city.

We are grateful to everyone who has supported the work of the Trust, including our talented partners Ludwig Willis, and we are delighted to have successfully reached this moment. We warmly commend these proposals, supported by Southwark Council, our elected representatives, and neighbourhood groups STAMP and STRA, to you.

Emma Sanderson-Nash  
Kathleen Hogan Ehrlich  
Hamish McCallum

## Butler's Wharf Riverside Trust Aims and Objectives

Butler's Wharf Riverside Trust grew out of Friends of Butler's Wharf Riverside group, which itself grew out of a sub-committee within local business partnership STAMP (Shad Thames Area Management Partnership). A Charitable Incorporated Organisation with written constitution evolved and the Trust became a registered charity in February 2020 (Charity no. 1187952).

The stated aims of our Trust are :

To protect, enhance and preserve Butler's Wharf Riverside in the interests of all its users. In particular to:

- Improve and protect the warehouse and maritime aesthetic
- Conserve and protect the heritage and unique industrial, physical, and natural environment including preservation of the nautical sculptures
- Protect the environment and encourage wildlife, with emphasis on biodiversity and sustainability
- Enhance sense of community and welcome for residents, local businesses and visitors
- To promote education about the riverside setting, history and local area

## Values

In addition to our stated Aims and Objectives, Butler's Wharf Riverside Trust has adopted a set of values. We are guided and informed by our beliefs and commitments to;

- Inclusiveness - we respect people, value diversity and are committed to equality
- Openness and Accountability - we work for our community with honesty and are committed to transparency
- Conservation - we put environmentalism and aims for zero carbon solutions at the centre of what we do
- Professionalism - we believe our aims are best achieved with input from high quality experienced design and landscape professionals



## Introduction

The jetty at Butler's Wharf is one of London's most loved riverside spaces, sitting in the shadow of a UNESCO world heritage site - the Tower of London - and Grade 1 listed Tower Bridge. The largest collection of Victorian warehouses remaining in London, it represents an important moment in Britain's history. The imports that passed across the jetty in the 19th century created a bridge between London and the rest of the world.

Sadly, the jetty has been neglected in recent years, lacks design coherence, and requires an upgrade. Improvements are long overdue and Butler's Wharf Riverside Trust believe the jetty is worthy of dedicated reconsideration. Quick, off-the-shelf, catalogue solutions to the jetty's problems would denigrate the site itself and its place in history. The site is also physically complex, constrained by limited accessibility, load bearing maximums and no water or irrigation in place.

Sir Terence Conran and Paul Zara, amongst others, reimagined this space in the 1980s and it has become synonymous with warehouse regeneration and a hallmark of good design. The Trust's desire to continue in this tradition have placed high quality landscape architecture and design at the forefront of our work.

We also believe better public space is important for the enjoyment, health, and well-being of us all and that proposed improvements should be a collective effort, involving stakeholders and the wider community. The complexity of the task - respecting all the jetty's users: residents, businesses, commuters, and visitors, while providing plans for new planting, better shelter, lighting, and seating that protects the views, heritage,

simplicity, and peace of the jetty - has been uppermost in our minds. To this end, we have spent four years consulting and researching in order to work with a thorough and carefully considered brief, to bring the best proposals for the jetty forward. We have done so using public funds and private donations, with no cost to the stakeholders.

Butler's Wharf Riverside Trust was founded with publicly declared aims to protect, enhance, and preserve Butler's Wharf jetty. Our resident-led campaigning has been about finding community-supported solutions to the jetty's problems. Over these years our fact finding, consultation, and public meetings have made clear that the site warrants professional design advice. Following four years of consultation and discussion and in response to our stated aims and objectives, we are delighted to have concluded our work and present The Tide Line, together with fully costed plans and a new Stakeholder Proposal.

This coincides with the centenary of the first jetty River Works Licence being issued by the Port of London Authority, and we believe now is the perfect time to reimagine and upgrade this wonderful Victorian structure, beloved and important to all who use it.



## Site Ownership

The site has long been beset by difficulties and misunderstandings surrounding its legal status and the resulting rights and responsibilities. At the outset, the Trust embarked on a fact-finding exercise to establish the jetty's ownership and to bring together all those with an interest in this important site.

The legal situation is complex. Initially, Petchey Holdings believed that responsibility for the site rested with the Port of London Authority. A meeting was convened by the Trust with the CEO and Head of Planning of the Port of London Authority and Chair of Transport for the GLA to clarify the position. The PLA stated that the site is a chattel and forms part of the ownership of the freehold of neighbouring buildings (in this case, Petchey Holdings) and that their responsibilities are set out in the 1992 lease<sup>1</sup>.

Petchey Holdings have shown no interest in leading on improvements to the jetty, but neither have they obstructed our efforts.

The Trust considered and rejected proposals to attempt to buy and manage the jetty under its own title.

The Trust considered and discussed the site being adopted by Southwark Council and reached the conclusion this would be a very long term solution and given recent strain upon the local authority since the pandemic, would be a very low priority for them. The Trust agreed it

would not be in the best interests of the stakeholders to pursue this.

The Trust was advised instead to take legal action via Southwark Council against Petchey Holdings Ltd in pursuit of adequate maintenance but takes the view that this remains an option of last resort. Instead, the Trust would prefer to deliver a supported Stakeholder Proposal to resolve the current impasse and believes this path provides the most likely chance of success. The Trust is pursuing solutions with everyone involved to this end and recommends the jetty remain in the ownership of Petchey Holdings.

## Conclusion

The Trust's perspective has evolved over time and we now believe it best if the jetty remains in private ownership, with responsibility for upkeep served by a new agreement that enables stakeholders to work together and deliver the upgrades set out in The Tide Line.

These proposals will enable Petchey Holdings to agree to upgrades and long-term maintenance proposals with stakeholder support. The Trust feels these agreements need to be legally binding so that they will have lasting impact should ownership of the jetty change in future and to reflect the evolving public realm nature of the site.



1 - BWL Agreement with LDDC, 1992

## Site Maintenance

A River Works License is required for any work like the jetty which sits in the Thames River. The Trust met on several occasions with the GLA, PLA, expert property lawyers and others who responded to requests for input in order to better understand this complex situation and unravel the active licenses that govern the site. There appear to be a total of 38 separate relevant licenses<sup>2</sup>.

Of greatest significance is the Section 106 agreement registered at the Land Registry (Title SGL413870). Covenants under this agreement state that all obligations are "permanent" and must be met by the freeholder "at their own expense."

- The obligations under this agreement in broad terms are that the holder of the license must allow access to the public at all times except for one day a year, which is permitted to negate the claim that the walkway is a public highway. (The agreement refers to "public access routes" and "public access areas".)
- Repair, maintain and clean the walkway to the reasonable satisfaction of Southwark Council (as successor to the LDDC), presumably to the same level as would be required by a Local Council on a public highway.

- To maintain a system of lighting to the reasonable satisfaction of Southwark Council (as successor to the LDDC).

The Trust believes that the site is not being maintained to the standard described in the Section 106. The jetty is rundown, with broken paving stones and lighting and out-of-date and tattered signage. The lack of both rubbish and recycling bins and regular cleanings means that the jetty is often strewn with rubbish. The tank outside the former Design Museum has been vandalised. The Trust removed the graffiti from the tank and paid to have its two broken windows covered in vinyl. The Trust has also organised several volunteer clean-ups to remove rubbish from the jetty, including thousands of cigarettes, glass and plastic bottles, and used takeaway containers.

As members of the Port of London Authority Litter Forum, the Trust has been provided with studies showing compelling links between litter and crime and litter and depressed property values. Both issues are of concern to area residents. Links to these studies can be found in Appendix D.

The Trust has drafted a Stakeholder Proposal, which it is presenting to all payees of the River Works Licences, and seeks support for this agreement which, in turn, will enable owners Petchey Holdings, to carry out our proposed upgrades and recover the costs. The payee stakeholders are:

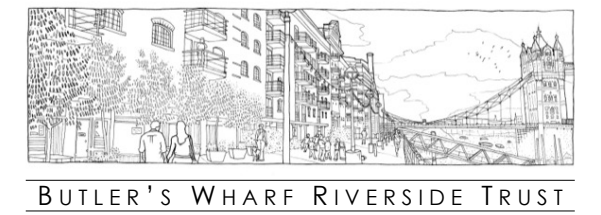
- Tea Trade Wharf residents
- Spice Quay residents
- Butlers Wharf residents
- All Bar One & Browns Restaurant via MB plc
- Zaha Hadid Foundation
- Coco Grill restaurant
- Cantina & Le Pont de la Tour restaurants via D&D London plc

We are also in regular discussions with other stakeholders and representatives of companies who have an interest in the site including :

- Thames Luxury Charters
- Langbourne Property
- Pembroke Property Management
- Shad Thames Residents Association (STRA)
- Shad Thames Area Management Partnership (STAMP)



# BWRT CONCLUDING REPORT



## Conclusions

The Trust has encountered no hostility from Petchey Holdings to providing better maintenance providing they can be confident costs will be met in full by the payee stakeholders. The stakeholders acting together and coalescing around a long term solution under the Stakeholder Proposal and with designs for The Tide Line is our most likely route to success. In doing so agreement on short term maintenance including an annual jet wash, regular cleaning and litter picking, removing vandalism, replacing lightbulbs and the maintenance of planting will follow.

It is our view that facing the challenges of both the short and long term at once gives us an opportunity to link the two, which is practical and will enable us to find lasting solutions.

The Trust believes the management of the jetty should form part of an agreed and jetty-wide contract which could be undertaken by existing block managers, or others. The Trust considers the current management of the site by individual blocks to be counterproductive to the overall success of the site, and in part responsible for the current challenges.

The Trust believes the costings for capital improvements and long-term maintenance are appropriate and broadly in line with the expectations of resident and business stakeholders, providing a suitable period of time horizon is agreed to allow for the collecting funds and that such demands are appropriately anticipated.



## Design Competition

In addition to meeting with the PLA, the Trust sought the advice of Sir Terence Conran, the mastermind of Shad Thames' redevelopment in the 1980s. Conran shared that he had not been able to finish the jetty as initially intended. He explained the site was never finished properly due to a lack of funds. He recommended that the Trust embark on a design competition to invite architects and landscape architects to bring their ideas for the jetty forward. The competition gave designers and landscape architects an opportunity to come forward with proposals to enhance the jetty and to create a pleasant, green and healthy place that reflects the maritime, industrial and human history of Butler's Wharf<sup>3</sup>. Sir Terence participated in this competition before his death, helping to prepare the brief and feeding back his views through long-term partner and original site designer, Paul Zara.

The Trust believed that a public design competition was a means not only to find solutions to the jetty's problems, but also the best way to engage as many stakeholders as possible in arriving at those solutions. An important part of the jetty's legacy is the campaigning done by Maggie Blake, whose work in the 1990s ensured that access to the jetty remain available to members of the public. In that spirit, the Trust wanted to be sure that the public was consulted on the jetty's future.

In 2019, the Trust applied for and was awarded £29,500 from Southwark Council's 'Cleaner Greener Safer' fund in support of its aims, allowing it to embark on a design competition in partnership with London Festival of Architecture. The goal of the competition was to create a new vision for the jetty

which not only celebrated its unique location and history, but also remedied some of the space's chronic issues: broken pavers, broken lighting, lack of waste receptacles (resulting in large amount of litter on the jetty), lack of planting, and a lack of deterrents to skateboarding and swarm cycling.

The competition was launched in June 2020 and more than 50 firms submitted entries. From six finalists, a winner was chosen and announced in November 2020. The competition jury included leaders from the London design and architecture community, including:

- Sir Terence Conran
- Paul Zara (Lead Architect, Conran & Partners)
- Sarah Gaventa (Director, Illuminated River Foundation)
- Johanna Gibbons (Partner, J & L Gibbons)
- David Ogunmuyiwa (Principal, ArchitectureDoingPlace and Mayor's Design Advocate)
- Dr. Emma Sanderson-Nash (Chair, Butler's Wharf Riverside Trust)
- Ruth Slavid (Journalist and editor)
- Tamsie Thomson (Director, London Festival of Architecture)

The winning firm, Ludwig Willis, with partners Structure Workshop and Howard Miller Landscape, is a local one, with offices in Southwark. The jury felt their entry demonstrated an understanding of "what makes the jetty unique" and "brought together a talented team around a very imaginative concept." Furthermore, the jury believed their designs were subtle, did not compete visually with nearby giants Tower Bridge and Canary Wharf, and that the practice was local, small and appropriate for the site.

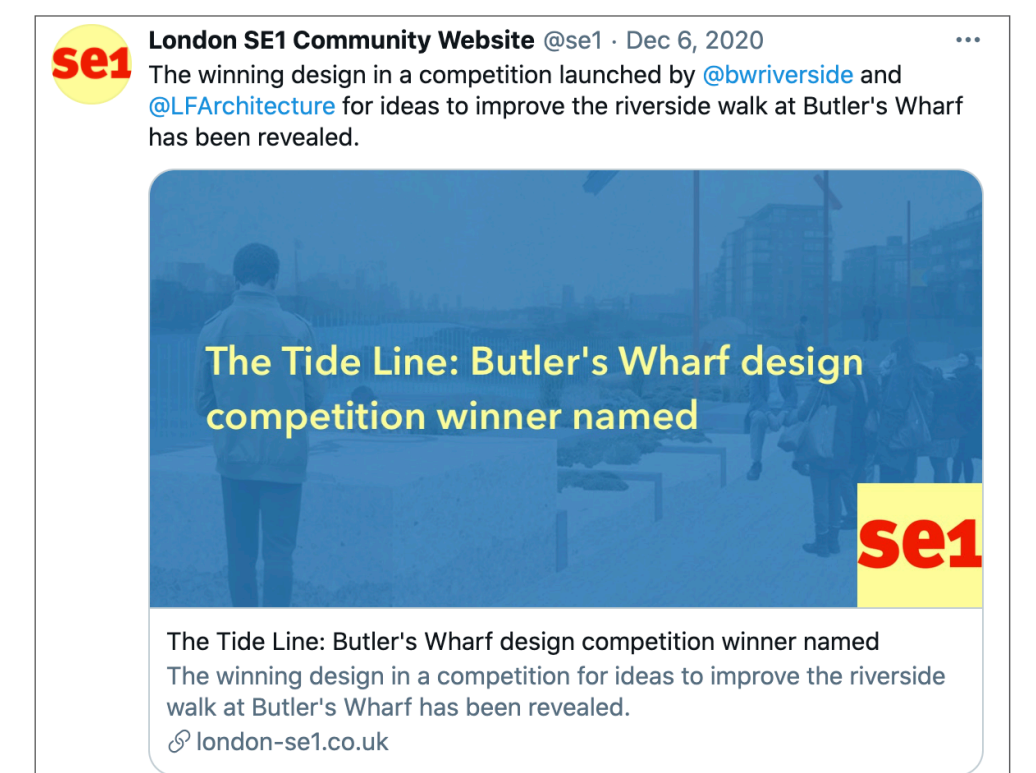
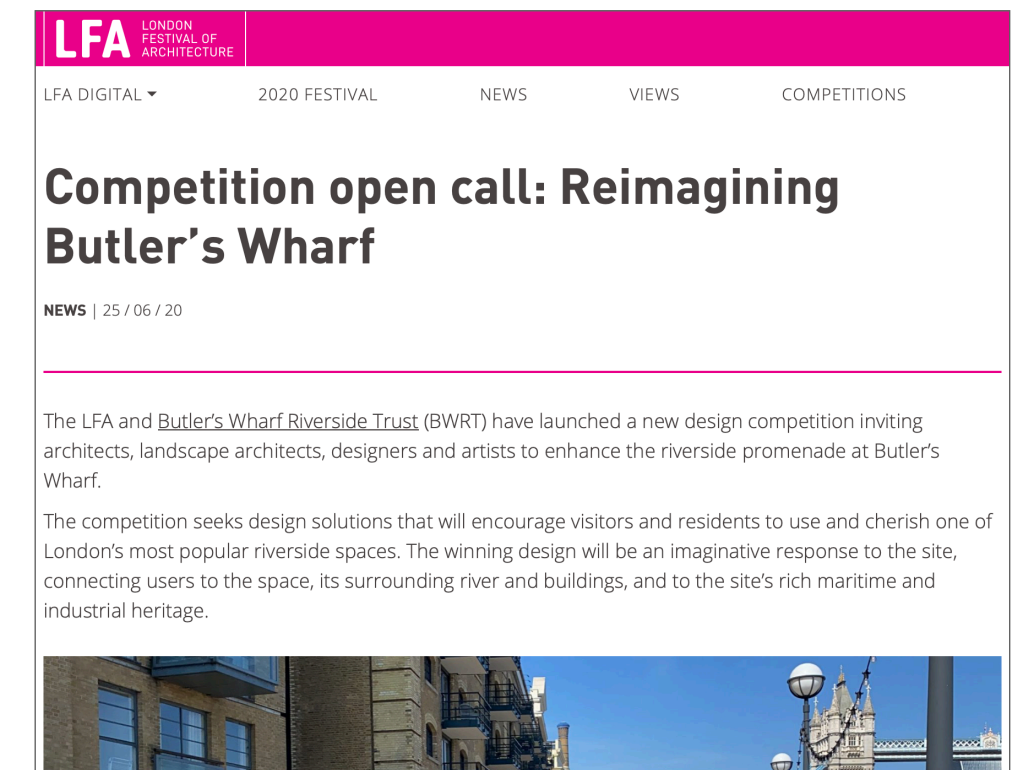
Ludwig Willis undertook an extensive pro-bono series of interactions with the local community via the London Festival of Architecture and with the Trust in 2021, to provide a display of materials proposed for The Tide Line in order to give passers-by a stronger sense of the design proposal. A display was mounted in the glass 'tank' situated in-front of the former Design Museum site, kindly donated by the Zaha Hadid Foundation and funded by local businesses Anderson Rose, Legare London, and D&D London. Through a series of well attended public meetings on site, which included MP Neil Coyle, Assembly Member Caroline Pidgeon and local press, the Trust and Ludwig Willis were able to review and revise The Tide Line proposals which now reflect this extensive feedback.

## Conclusions

The Trust believes Ludwig Willis and The Tide Line represent the best design solution to provide better seating, lighting, planting and shelter on the jetty, and recommend it wholeheartedly to jetty residents and visitors.

The Trust endorses their choice of partners in bringing revisions forward with Jonathon Cook Landscape Architects and Structure Workshop.

The Trust believes these designs are environmentally appropriate and the planting and materials proposed reflect the ambitions of our neighbourhood and are in line with ambitions for our city, both at the local level and London-wide.





## Stakeholder and Community Engagement

Since 2017, the Trust has worked closely with residents and business stakeholders, and local government, soliciting their input and reporting back to them on its progress. Petchey Holdings have been consulted on a regular basis and have been kept apprised of our plans.

The Trust initially approached the three main residential blocks which overlook the jetty: Building 15 Ltd. (Tea Trade Wharf), Spice Quay Residents Ltd., and Butler's Wharf Residents Ltd. It received the support in principle of the boards at Spice Quay and Butler's Wharf and speaks often with their directors.

As a first effort and in partnership with STAMP, the Trust raised funds from Southwark Council through Cleaner Greener Safer to put a bench on the jetty. The bench was situated in front of the former Design Museum and has been maintained by STAMP. The bench has been very popular but has encountered damage through wear and tear. The Trust and Ludwig Willis (who did not design it) have been able to reflect on the issues its design raised in regard to our aims and have incorporated those learnings into The Tide Line.

The Trustees meet on a regular basis, and report monthly to both Shad Thames Area Management Partnership (STAMP) and the Shad Thames Residents Association (STRA), keeping the community up-to-date with all new developments, inviting feedback and allowing everyone to have their say. The Trust has convened two in-person public meetings about the jetty, one in December 2018 and the other in October 2019. It presented at STRA AGMs in November 2019 and October 2020 and at the STAMP

AGM in June 2019. It held an exhibition of materials proposed in The Tide Line in conjunction with the London Festival of Architecture in June 2021<sup>4</sup> and was invited to present as part of the 'Hundred Voices' event put on by London National Park City.

The Trust has an active Twitter feed, website, Instagram feed and email mailing list, which are used to provide the community with regular updates on its activities.

In addition, the Trust conducted a public survey of the jetty's users in 2019, eliciting 500 responses which detailed what residents would like to see happen to the space. The public was also offered the opportunity in 2020 to review the six design competition finalists and vote online on their favourites. Hundreds of residents voted and provided detailed and constructive feedback and their votes were factored into the jury's final decision.

The user survey and public voting on the design competition each attracted attention from local and industry press, which has published articles about the Trust's efforts<sup>5</sup>.

The Trust has also solicited input and direction from many local political representatives, including Neil Coyle, MP, Councillors Anood Al-Samerai and Hamish McCallum (North Bermondsey Ward) and Leo Pollack (South Bermondsey Ward, Cabinet Member for Housing, Southwark Council), Will Norman, Walking & Cycling Commissioner (Transport or London), Jules Pipe (London Deputy Mayor), and Caroline Pidgeon (GLA member, Chair, GLA Transport Committee).

The Trust established a business steering committee with representation from area business stakeholders and has taken their guidance on what local businesses would prefer to see happen on the jetty.

During the pandemic, the Trust shifted its emphasis towards more community facing work with sensitivity to the strain experienced by both businesses and residents in our neighbourhood. During this time, the jetty became an even more vital open space, much needed and cherished especially during lockdown. It saw an increase in rubbish and litter as more people made use of it. As a result, regular community litter-picks were organised to clean the jetty, led by the Trust in partnership with local litter-picking group Litterati.

The Trust also responded to concerns about antisocial behaviour in our community, and embarked on work with our wider community including local secondary schools, by raising funds from local businesses to host workshops and involve young people in our work. To coincide with The Tide Line display in the glass tank, with funding from St Saviour's & St Olaves Foundation Fund, and support from The Dixon Hotel, the Trust were able to host a series of workshops for pupils from St Michaels Catholic College and Compass School. A former local pupil who is now an architect was able to join us for these workshops and remains involved in developing proposals for The Tide Line.

In 2021, the Trust engaged the services on a pro-bono basis of quantity surveyors RLB and held meetings with the Trust, Ludwig Willis and QS Paul Lonergan concluding in the costings for The Tide Line. These range from £300,000 to £3,000,000 and the Trust felt it was inappropriate to refine these costings any further without more detailed input from stakeholders.

In 2021, the Trust also discussed the stakeholder agreement with expert property solicitors. It was agreed a document could be drawn up, at a cost of approximately £5,000, which would summarise the legal position and offer advice in order to begin discussions to make a new stakeholder agreement. The Trust has drafted its own Stakeholder Proposal as a starting point, based on experience but which has no formal legal status.

The Trust has discussed the implementation of our proposals with Pembroke Property Management who now manage Tea Trade Wharf and Spice Quay Heights. They are in discussion with property owners Petchey Holdings and board directors about delivering our proposals. The Trust would recommend management and upgrading of the site be subject to the usual competitive tendering process.

## Stakeholder and Community Engagement (cont)

In addition to the £29,500 that the Trust raised from Southwark Council for the design competition, it has raised funds and accepted professional services from the following local businesses and charities, some of which have been mentioned previously:

- D&D London
- The Dixon
- Zaha Hadid Foundation
- Q Scaffolding
- Legare London
- Anderson Rose
- St Saviours and St Olaves Foundation Fund
- RLB Quantity Surveyors

A full list of the individuals and organisations with whom the Trust has consulted is available in Appendix A.

## Conclusions

The Trust recognises it has applied for and benefited from funds from Southwark Council and that these funds face strong competition from other organisations and good causes that the Trust also supports. The Trust is grateful to Southwark Council for supporting our campaign and funding our design competition.

In light of our recent success in obtaining funds to conduct our design competition, and support from local businesses in hosting events to facilitate discussion and design review, it is the view of the Trust that further costs should now be borne by the stakeholders whose businesses and residences stand to gain from the implementation of our proposals for the jetty.



Photo: Susannah Fields

## Summary

The Trust's goal is to present residents and business stakeholders with a planning-ready, environmentally appropriate, and locally supported design which addresses the many issues with the Butler's Wharf jetty. We feel confident that The Tide Line design is an inclusive design, which represents the voices and opinions of the many users and stakeholders with whom we have engaged.

We are delighted to conclude our work and hand designs for The Tide Line to the stakeholders so they may work with Ludwig Willis, on possible further revisions and a schedule towards delivery.

The Trust has operated with openness and transparency since its quest to improve the jetty began four years ago and has sought stakeholder and resident input at every juncture. Because of our deep understanding of the issues surrounding the jetty, as well as the breath of the consultation we have undertaken on behalf of local residents and business stakeholders, the Trust believes it has earned a stakeholder position in decisions about the jetty's future.

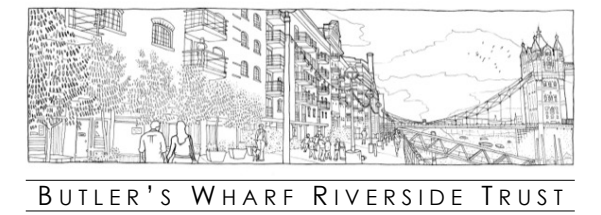
We believe that the process we have followed, and advice we have sought, has been right and proper, reflecting the views of all jetty users, and that Ludwig Willis have produced a design that has the potential to realise our hopes for the site.



Photo: Susannah Fields

# BWRT CONCLUDING REPORT

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## Thanks and Appreciation

The Trust wish to thank Julian Griffiths-Searle, Treasurer of STRA, in particular for undertaking banking facilities for the Trust via a sub-account within the STRA account.

The Trust also wish to thank all those in our community who have supported us and worked hard to help us achieve our aims, in particular STAMP and Chair Janet Morris and STRA under the Chairmanship of Nick Napier, for inviting us to regularly communicate using their meetings and newsletters.

We also wish to thank our elected representatives on Southwark Council, Hamish McCallum, Anood Al-Samurei, London Assembly member Caroline Pidgeon, and MP for Old Southwark and Bermondsey Neil Coyle for their interest in and support for our campaign. Dan Taylor, Rumi Bose, Michael Tsoukaris and Iran Smuts at the London Borough of Southwark are thanked in particular for their input with Ludwig Willis on regeneration, conservation and public realm.

Our most sincere thanks Ludwig Willis Architects who have worked tirelessly both in bringing forward their original design, listening to feedback, engaging with the community, revising and costing The Tide Line, always with good cheer and the highest standards of professionalism. We also wish to thank all those professionals who have joined their Design Team including Jonathan Cook, and Migle Pikelyte on landscape architecture, Peter Laidler and Eugenie Sentucq at Structure Workshop.

Special thanks to James Trimmer from the Port of London Authority for his help unraveling the many

River Works Licences and for co-operation with Ludwig Willis. We also thank Richard Charman from the Environmental Agency, Heather Hilburn from Thames Estuary partnership and Eve Sanders from Estuary Edges in helping them revise their designs.

Our design competition was conducted with fairness and professionalism by the London Festival of Architecture under the leadership of Tamsie Tomson and Rosa Rogina without whose help this complex and unusual design competition would not have been realised. We also owe a debt of gratitude to the Judging Panel who gave significant time to their judging decisions and guide us towards an appropriate winner.

We also wish to give special thanks to Jon Byers of Anderson Rose Estate Agent for his support of our campaign, for funding our events and engaging in the detail. Staff at The Dixon deserve special mention for allowing us to use their facilities for meetings and workshops, always with good grace. Thank you to photographer Susannah Fields who donated her professional services to capture our London Festival of Architecture event. We also wish to thank Zaha Hadid Foundation for letting us use the glass tank for our exhibition and for allowing us to site a bench in-front of their building.

Kathleen, Hamish and Emma thank their friends and families, and those who joined in discussions with The Trust - including local residents Ferry Van Dijk and Andrew & Jane Carr, and Landscape Architects who helped guide us in the early days including Frances Christie, Anna Veersteeg, Charlotte Harris, and Naomi Shaw - for listening and supporting them in this campaign..

We are grateful to all those who helped us reach our goals and we hope will continue to support us to get The Tide Line delivered and our riverside upgraded.

# APPENDIX A: CONSULTATIONS

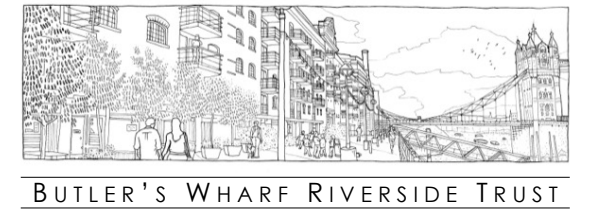
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BUTLER'S WHARF RIVERSIDE TRUST

- Bankside Open Space Trust
- Bermondsey Street Community
- Bernie Spain Gardens
- Better Bankside
- Butler's Wharf Residents Ltd.
- Neil Coyle MP, Bermondsey & Old Southwark
- Camden High Line
- Coin Street Community Builders
- D&D London (Le Pont de la Tour, Cantina, Butler's Wharf Chop House & Blue Print Cafe)
- Dominvs Group
- Endpoint
- FBDP Wayfinding
- Film Fixer
- Friends of St Katharine's Dock
- Greater London Assembly Transport Committee
- Groundworks London
- Hermitage Moorings
- Illuminated River
- Jubilee Gardens Trust
- Landscape Institute
- Langbourne Properties
- Legible London
- London College of Communication 'Talent Works' project
- London Festival of Architecture
- MB plc (Browns Brasserie & All Bar One)
- Momentum Wayfinding
- New London Architecture
- New York High Line
- Dr Will Norman, Walking & Cycling Commissioner, Transport for London
- Peckham Coal Line
- Petchey Holdings Ltd.
- Jules Pipe, Deputy Mayor
- Port of London Authority
- Residents of Building 15 Ltd. (Tea Trade Wharf)
- RIBA
- Shad Thames Residents Association
- Shad Thames Area Management Partnership
- Spice Quay Residents Ltd.
- St Saviour's & St Olaves Foundation
- Team London Bridge
- Thames Luxury Charters
- Thames Path National Trail
- Thames Water
- The Dixon Hotel
- The Zaha Hadid Foundation
- Tideway
- Zaha Hadid Architects

# APPENDIX B: ENDORSEMENTS



## **Nick Napier, Chair, STRA (Shad Thames Residents Association)**

*"The jetty at Butler's Wharf, at the heart of Shad Thames, is a valuable place for us all. STRA wholeheartedly supports the aims of the Butler's Wharf Riverside Trust, and their efforts to bring the whole community together to maintain the jetty as a usable space for local people."*

## **Janet Morris, Chair, STAMP (Shad Thames Area Management Partnership)**

*"I have lived in the area for over 30 years and enjoy Butler's Wharf Riverside every day. But we all know that it now needs support to reach its full potential. The Trust's proposals would help Butler's Wharf Riverside to become what it could (and should) be - a leader in greening, biodiversity and sustainability; a celebration of the local industrial heritage; a place which contributes positively to people's health and well-being; and an effective way to support local businesses."*

## **Zaha Hadid Foundation**

*"We welcome the Butler's Wharf Riverside project in its efforts to combine the needs of the local community with world-leading design in finding a way forward for this important part of London."*

## **Chris Livetts, Thames Luxury Charters**

*"I am delighted to endorse and support the excellent vision of The Friends of Butler Wharf Jetty. Connectivity to the Thames, access, culture, cleanliness and security are of huge importance to all stakeholders and visitors."*

*The jetty should be an enjoyable open space that stimulates the mind, reminds us of our heritage and re engages Butlers Wharf with maritime activities."*

*This unique open space should be embraced for peace and harmony with the natural elements of the River Thames."*

## **Caroline Pidgeon, GLA member & Chair, Transport Committee**

*"This local initiative is forward thinking and important to help us create a safe and green riverside walk to and from work, for thousands of Londoners, every day."*

## **Peter Finch Chairman, River Thames Society**

*"The River Thames Society endorses the aims of the Trust, which are compatible with our commitment to protect and promote the river. We wish you well and will lend our support in any way we can."*

## **Steve Ridgway, Chairman, Visit Britain**

*"London is the World's No 1 global city so anything we do, like the plans here for Butlers Wharf Riverside help to keep it there, and that's a boon for tourists and residents alike."*  
Abundance London

*"Abundance London supports the aims of the Butler's Wharf Riverside Trust and wishes them every success in their campaign."*

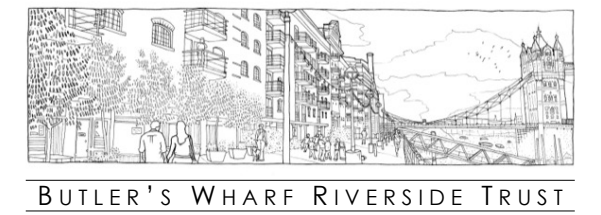
## **Tamsie Thompson, Managing Director, London Festival of Architecture**

*"The London Festival of Architecture is enjoying working with Butler's Wharf Riverside Trust to look at the future of the jetty ahead of its centenary year. The jetty is one of London's best-loved public spaces, cherished by local residents and businesses alike, which is why we have worked hard with BWRT to ensure that local people are fully consulted and engaged. From the moment we started shaping the competition brief with BWRT, community engagement has been a top priority, running through the selection process which has led to the appointment of Ludwig Willis and beyond. Ludwig Willis are a fantastic practice, and won the day thanks to a terrific concept that is now going to evolve further through engagement with local residents and other stakeholders. The result will, I am sure, be something that does justice to the jetty's setting, character and heritage, and to the needs and aspirations of all those who love this very special corner of London."*

## **John Rushton, Jubilee Garden's Trust**

*"There should be a quality 'walking experience' all along the South Bank route - from Chiswick to Greenwich. Every part of the jigsaw is unique and should have open access, be well maintained and cherished. Good luck to you at Butler's Wharf Riverside."*

# APPENDICES C & D: LINKS & LITTER STUDIES



## APPENDIX C: LINKS

### Butler's Wharf Riverside Trust Website and Social Media:

<https://www.butlerswharfriverside.org>

<https://www.instagram.com/butlerswharfriverside/>

<https://twitter.com/bwriverside>

### London Festival of Architecture:

"Competition open call: Reimagining Butler's Wharf"

<https://www.londonfestivalofarchitecture.org/reimagining-butlers-wharf/>

"Competition Brief"

[https://www.londonfestivalofarchitecture.org/wp-content/uploads/2020/06/LFA-x-BWRT-Open-Call\\_Reimagining-Butlers-Wharf-3.pdf](https://www.londonfestivalofarchitecture.org/wp-content/uploads/2020/06/LFA-x-BWRT-Open-Call_Reimagining-Butlers-Wharf-3.pdf)

"Competition winner revealed: Reimagining Butler's Wharf"

<https://www.londonfestivalofarchitecture.org/competition-winner-revealed-reimagining-butlers-wharf/>

### Press Coverage:

*Architects' Journal*: "Butler's Wharf: competition launched for ideas to improve riverside"  
<https://www.architectsjournal.co.uk/competitions/competition-reimagining-butlers-wharf>

*Architects' Journal*: "Six line up to redesign Tower Bridge riverfront"

<https://www.architectsjournal.co.uk/news/six-line-up-to-redesign-tower-bridge-riverfront>

*The Architectural Review*: "Competition: Reimagining Butler's Wharf, London"  
<https://www.architectural-review.com/competitions/competition-reimagining-butlers-wharf-london>

*Bermondsey Street* blog: "Butlers Wharf jetty – have your say"

<https://bermondseystreet.london/butlers-wharf-jetty-have-your-say/>

*e-architect*: "Reimagining Butler's Wharf London Winner"

<https://www.e-architect.com/london/reimagining-butlers-wharf-winner>

*SE1*: "Butler's Wharf: have your say on the riverside"

<https://www.london-se1.co.uk/news/view/9972>

*SE1*: "Butler's Wharf: competition launched for ideas to improve riverside"

<https://www.london-se1.co.uk/news/view/10327>

## APPENDIX D: LITTER STUDIES

### Litter Studies

Keeping Britain Tidy: The Wider Cost of Litter  
[https://www.keepbritaintidy.org/sites/default/files/resources/KBT\\_Exploring-the-indirect-costs-of-litter-in-England-summary\\_2014.pdf](https://www.keepbritaintidy.org/sites/default/files/resources/KBT_Exploring-the-indirect-costs-of-litter-in-England-summary_2014.pdf)

Evidencing the Importance of Tackling Litter

[https://www.eunomia.co.uk/case\\_study/evidencing-the-importance-of-tackling-litter/](https://www.eunomia.co.uk/case_study/evidencing-the-importance-of-tackling-litter/)



## Open Call Reimagining Butler's Wharf



(c) Steven Ehrlich

### 1 The Commission

The London Festival of Architecture (LFA) and the Butler's Wharf Riverside Trust (BWRT) invite architects, landscape architects, designers and artists to submit an expression of interest for our competition to develop a design solution that will enhance the hugely popular but unimagined riverside jetty which sits in the river in front of the warehouses of Butler's Wharf.

The design competition is to select a winning design to improve this important path and the experience it offers for residents and visitors. The winning team will be appointed to deliver Stages 2 and 3 of the RIBA Plan of Work which will enable the BWRT to raise the funding for the delivery of the selected design scheme. BWRT is also in the process of resolving complex issues around ownership, responsibilities and potential adoption by Southwark Council. BWRT's plan has been to aim to deliver or begin work in 2022 to celebrate the jetty's 100th anniversary.

The competition is seeking feasible design solutions which will encourage visitors and residents to use and cherish this important path, to understand why it is here, and to have their thoughts drawn to both the river and the buildings that once served this busy industrial site. We are seeking innovative, relevant, positive, and lasting change to this area of Bermondsey, which has the potential to serve as a connection between the trade, wealth, and dignity of both the past and the present.

### 2 The Client

Butler's Wharf Riverside Trust (BWRT) began as a sub-committee within STAMP (Shad Thames Area Management Partnership), leading on issues facing the community regarding the site known as 'the jetty' at Butler's Wharf, which was becoming increasingly neglected. In 2017, the sub-committee evolved into a resident-led campaigning group, the Friends of Butlers Wharf Riverside, and the 'Friends' became a registered charity in February 2020 (Charity no. 1187952)<sup>1</sup>

The Trustees meet on a regular basis, and report to both STAMP and STRA (Shad Thames Residents Association). The Trust were successful in being awarded £30k from Southwark Council under their 'Cleaner Greener Safer' programme to fund this competition.

The Trust is guided by its agreed Aims and Objectives<sup>2</sup>.

### 3 The Site



(c) Steven Ehrlich

<sup>1</sup> <https://beta.charitycommission.gov.uk/charity-details/?regid=1187952&subid=0>

<sup>2</sup> Butlers Wharf Riverside Trust Constitution





(c) Steven Ehrlich

The site, known locally as 'the jetty,' comprises a concrete pier situated in the riverbed. The above-ground space is that section of the Thames Path that runs from St Saviour's Dock footbridge to The Chop House restaurant, in front of the residential blocks Tea Trade Wharf, Spice Quay Heights and Butlers Wharf. Commercial tenants at the ground-floor level include Browns Brasserie, Blue Print Cafe, Ask Italian restaurant, All Bar One, Cantina del Ponte restaurant, Le Pont de la Tour restaurant and the former site of the Design Museum<sup>3</sup>. It forms the riverside walkway in front of what was originally the Butler's Wharf Estate and has iconic views of Tower Bridge to the west, St Katharine's Dock and Hermitage Moorings across the river and Canary Wharf to the east.

The earliest legal mention and drawing of the present structure is contained in a Port of London Authority licence dated 4th August 1920 'to construct an embankment at Bermondsey'<sup>4</sup>, which replaced an existing smaller structure, and was finally licenced on 1st September 1922<sup>5</sup>.

The site at Shad Thames is the largest collection of preserved Victorian warehouses in one place in the whole of London, comprising 15 separate buildings, which shaped both the industrial and river landscape during their active use between 1863 and 1973 before falling into disrepair. The site was then semi-derelict and became home to squatters, artists, film makers, and musicians. Sir Terence Conran bought the Butler's Wharf Estate in the 1980s and his development of the site represents one of the biggest regeneration stories in recent times. Conran created a 'gastro-dome' with open-backed restaurants and a thriving residential neighbourhood in the 80s and 90s to the present day. Towards the end of Conran's sometimes-controversial regeneration, the jetty was decorated with 'nautical junk'

<sup>3</sup> Ariel site photo 2017

<sup>4</sup> Port of London Authority licence 4/9/1920

<sup>5</sup> Port of London Authority licence 1/9/1922

obtained from a ship yard in Portsmouth. These anchors, chains and propellers remain today and are held in real affection<sup>6</sup>.



Aerial photo of the site

<sup>6</sup> Background to the regeneration of the site can be found in greater detail in 'My Life in Design' by Terence Conran, published by Conran Octopus 2016, pp157-163, and here : <https://southwarknotes.wordpress.com/art-and-regeneration/art-empty-southwark-industrial-buildings-1971-1979/>





that the structure is a pier, and the river lies beneath. It now forms a popular path, but one where design and a sense of place is lacking.

This opportunity therefore seeks to improve this important path and the experience it offers for residents and visitors. In particular, we are looking for designs that achieve the following:

- create a sense of place
- reflect the maritime, industrial and human history
- emphasise and protect the views
- connect people with the river and river activity
- educate visitors
- create a path for walking and quiet contemplation
- provide green and sheltered seating
- replace existing lighting with appropriate carbon neutralising lighting
- enable opportunities for art
- celebrate and bring together the community
- encourage healthy habits
- enable seasonal decorating such as at Christmas and other festivals

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## Ambition

The riverside setting here offers a sense of immortality and energy. The project has an opportunity to reveal the structure and the river that laps beneath visitors' feet. The conclusion of the Tideway super-sewer will result in making the Thames significantly cleaner, resulting in improved conditions for wildlife and activity on the river. It is desirable that the selected design includes new planting, to encourage birds and insects, and to provide small places to sit and enjoy the view, to have a facility to share education and information about the people and their work here.

We invite competition applicants to re-imagine this area, for all its users, to celebrate its unique history, to connect the new and often transient inhabitants with the old, with the river and with the landscape here, where the iconic Tower of London and new Walkie Talkie are framed by Tower Bridge.

The proposed intervention should rethink this site, and provide a more thoughtful, gentle, appropriate place, with sustainable, low-carbon seating, lighting, plants and information, and continue the green ribbon that threads through the residences and cultural corridor from the Southbank to Greenwich.

The competition seeks new designs that will provide the community with an inclusive re-imagining exercise reflecting both the river-side liquid history and the warehouse human

purpose. This is an opportunity to embody the whole city, to represent the local story and to reflect the national character.

The project is led by long-term local residents who have conducted an extensive evidence gathering exercise, talking to neighbours, stakeholders, investigating similar projects and building relationships with potential partners. In doing so the project has gathered widespread energy and support.

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## Design requirements

The applicant is required to provide a creative design solution for the intervention which improves how people experience and interact with the jetty, while enhancing the look and feel of the site. We are looking for hard-wearing interventions that function for visitors and passers-by (are not purely sculptural) and are realistic to the brief (do not become a pavilion or a folly). They must be safe, durable and offer a low-cost design solution to the brief.

A series of practical interventions are desired to animate and enhance the jetty. The project should take a holistic design approach, creating bespoke and integrated experience through the site. It should include:

- seating
- lighting
- planting
- signage
- interactive information
- water refill station

We welcome ideas and proposals that have sustainability at their heart and reduce the reliance on the use of new materials and natural resources. Our ideal would be to convert the site to embrace negative emissions technology and if possible, to raise funds from giving back to the national grid to help fund maintenance.

Because resident and business stakeholders already pay in excess of £100k per year to the Port of London Authority in River Works Licence Fees and insurance, simply to have the jetty positioned in the river, there is little appetite for increased maintenance costs. Proposals should therefore aim to minimise these.

Ideas that combine safety improvements, such as the railings, with green solutions, such as new railings that house solar panels, are preferable. It is important that designs take in to account the important views of the river, Canary Wharf and Tower Bridge which are seen from the restaurants and flats, and in no way obscure them.

Ideas and proposals should be compliant with all relevant disability legislation.

Proposals should include retaining the best of the existing 'nautical junk' propellers, chains & anchors already onsite. These are not secured in position and can be repositioned or reoriented.

Ideas and proposals should bring the site in to compliance with Southwark Council health and safety requirements.

The London Plan, Walkable London, The Southwark Plan, Estuary Edges by Thames 21 are among the relevant plans that already exist and offer standards for best practice.

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## Technical information

BWRT have not commissioned their own site survey but those provided for insurance purposes have been shared with us by the freeholders<sup>8 9 10</sup>.

The site is constrained by:

- limited accessibility
- jetty structure and load bearing maximums
- utilities including electricity but no water/irrigation
- noise and potential temporary disruption to nearby businesses, residents and visitors
- potential protected species
- the bottleneck/narrow nature of St Saviour's Dock footbridge

Utilities:

The site has electricity, which is located in three separate zones, reflected in the festoon lighting chains in front of the 3 main residential blocks; Tea Trade Wharf, Spice Quay Heights and Butlers Wharf.

We have been provided with a report on the possibilities for lighting and renewable energy here by Atelier 10 in conjunction with Illuminated River<sup>11</sup>. The conclusion is that solar powered lights would be most suitable providing a suitable surface can be found to site solar panels or making use of existing green energy sources. Tea Trade Wharf are citing new solar panels on their roof in 2020, Spice Quay Heights conducted decarbonising improvements in 2017 and Zaha Hadid Foundation may propose similar works to the former Design Museum site.

<sup>8</sup> Butlers Wharf Jetties - F J Samuely Survey Report-18-12-09

<sup>9</sup> Butlers Wharf Jetties - F J Samuely Foreshaw Report 02-2014

<sup>10</sup> F J Samuely letter containing additional information about handrails and load-bearing 22-01-2001

<sup>11</sup> Lighting & Renewable Energy Report - Atelier 10 - 31/10/2018

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## Submission

This competition has a two-stage submission. This first stage submission should include:

1. Full name and contact details including postal address, contact number and email of project lead.
2. Brief biographies of all the project team.
3. A 200-word description about your practice along with any relevant technical experience acquired through previous experience; please include images of relevant previous work.
4. A short paragraph of max. 300 words on why you are interested in being involved in the project. You may wish to include some thoughts about your vision including any initial written reactions you may have to the brief.
5. No design work is required for the first stage and any included sketches will not be shared with the judges.

These submissions will be shortlisted by the judging panel. Up to 6 shortlisted practices will then be invited to develop a design concept based on the information laid out in this open call and will be awarded an honorarium of £500 Inc. VAT each.

The work required for the second phase of the project will be reflective of the honorarium sum; therefore, we will be expecting the equivalent of an A2 board explaining your proposal. This can come in the form your practice feels will most effectively communicate your design to the judging panel.

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## Eligibility

The competition is open to architects, landscape architects, designers and artists. We welcome collaborations however the project must be actively led by a named architect.

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## Deadline and submission details

- Deadline for first submission is midday 12.00pm on Friday 24 July 2020. Submissions received after this time will not be considered.
- For competition enquires please contact: [rosa@londonfestivalofarchitecture.org](mailto:rosa@londonfestivalofarchitecture.org)
- Please send expressions of interest in a PDF format via: <https://www.londonfestivalofarchitecture.org/reimagining-butlers-wharf/>
- The PDF should be no more than 5MB and 10 A4 pages.
- You will receive an email confirming receipt of your submission.

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## Schedule outline

Submissions open: Thursday 25 June 2020  
Submissions closed: Friday 24 July 2020  
Successful shortlisted practices notified: w/c 3 August 2020  
2<sup>nd</sup> submission: Friday 11 September 2020  
2<sup>nd</sup> round interviews: w/c 14 September 2020  
Winner notified: w/c 21 September 2020

## 13 Judging panel

Sir Terence Conran (Designer, restaurateur, retailer and writer)  
Sarah Gaventa (Director, Illuminated River Foundation)  
Johanna Gibbons (Partner, J & L Gibbons)  
David Ogunmuyiwa (Principal, ArchitectureDoingPlace and Mayor's Design Advocate)  
Dr Emma Sanderson-Nash (Chair, Butler's Wharf Riverside Trust)  
Ruth Slavid (Journalist and editor)  
Tamsie Thomson (Director, London Festival of Architecture)

## 14 Further information

- The judges welcome entries from, or collaborations with groups who are underrepresented in architecture. This is in line with the Mayor of London's Supporting Diversity Handbook, a pdf and online version of which can be found [here](#). To process entries to this competition we will share your application and any associated personal data provided on the application with our jury and competition partners.
- Submissions will be judged on originality, demonstration of creativity, and relevance to the brief as well as feasibility and how the proposal works in the context of the site.
- The ownership of Copyright of the design will be in accordance with the Copyright, Designs and Patents Act 1988, that is Copyright rests with the author of the submitted design.
- All designs remain the intellectual property of the designer however the winning design will itself when built will be the property of Butler's Wharf Riverside Trust.
- Please bear in mind the project requires a fast turnaround and may have peak moments when your practice will need to dedicate sufficient staff to deliver the project on time, to budget and to the high standard expected by all stakeholders.
- Significant efforts are made by all stakeholders of the project to ensure wide media coverage; the winning design team will need to provide relevant spokespeople as requested.
- London Festival of Architecture and Butler's Wharf Riverside Trust reserve the right to use images from the submissions for promotional purposes in press, social media and publications. All endeavours will be made to ensure accurate accreditation.

## 15 Useful links

London Festival of Architecture:  
[www.londonfestivalofarchitecture.org](http://www.londonfestivalofarchitecture.org)

Butler's Wharf Riverside Trust:  
<https://www.butlerswharfriverside.org>

## 16 Contact

To submit your entry please visit:  
<https://www.londonfestivalofarchitecture.org/reimagining-butlers-wharf/>

For general enquires please contact: [rosa@londonfestivalofarchitecture.org](mailto:rosa@londonfestivalofarchitecture.org)

## 17 Disclaimer

The competition organisers are not liable for lost, misdirected, or late entries. Decisions of the jury represent their professional judgments and all decisions are final. While it is the intent to construct the winning scheme, the organisers reserve the right to not proceed with construction for any reason. Material submitted by you shall be your sole responsibility, shall not infringe or violate the rights of any other party or violate any laws, contribute to or encourage infringing or otherwise unlawful conduct, or otherwise be obscene, objectionable, or in poor taste. By submitting such material, you are representing that you are the owner of such material and/or have all necessary rights, licences, and authorisation to distribute it.

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London Festival of Architecture

The London Festival of Architecture celebrates London as a global hub of architectural experimentation, practice and debate. The festival returns to the capital from 1-30 June 2020 with a lively and diverse programme of public events across London exploring the theme 'power'. The London Festival of Architecture began in 2004, and has since grown to become Europe's biggest annual architecture festival. The festival attracts a vast public audience – 800,000 people in 2019 – and a global media audience of millions. The vast majority of events are free, and are staged by a core festival programming team working

alongside architecture and design practices and practitioners, leading cultural and academic institutions, artists and many others. In 2017 the London Festival of Architecture was named by Mayor of London Sadiq Khan as one of his design advocate organisations, and is working alongside the Mayor's team to champion architecture, provide expertise and guidance, and help to make London a better city.

[www.londonfestivalofarchitecture.org](http://www.londonfestivalofarchitecture.org)

Twitter: @LFArchitecture



Butler's Wharf Riverside Trust

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2017, the sub-committee evolved into a resident-led campaigning group, the Friends of Butlers Wharf Riverside, and the 'Friends' became a registered charity in February 2020 (Charity no. 1187952)

The Trustees meet on a regular basis, and report to both STAMP and STRA (Shad Thames Residents Association). The Trust were successful in being awarded £30k from Southwark Council under their 'Cleaner Greener Safer' programme to fund this competition.

Twitter: @bwriverside

Instagram: @butlerswharfriverside

[www.butlerswharfriverside.org](http://www.butlerswharfriverside.org)