

# The Tide Line

Reimagining Butler's Wharf



Stage 3 Report

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# Introduction

## Design Competition

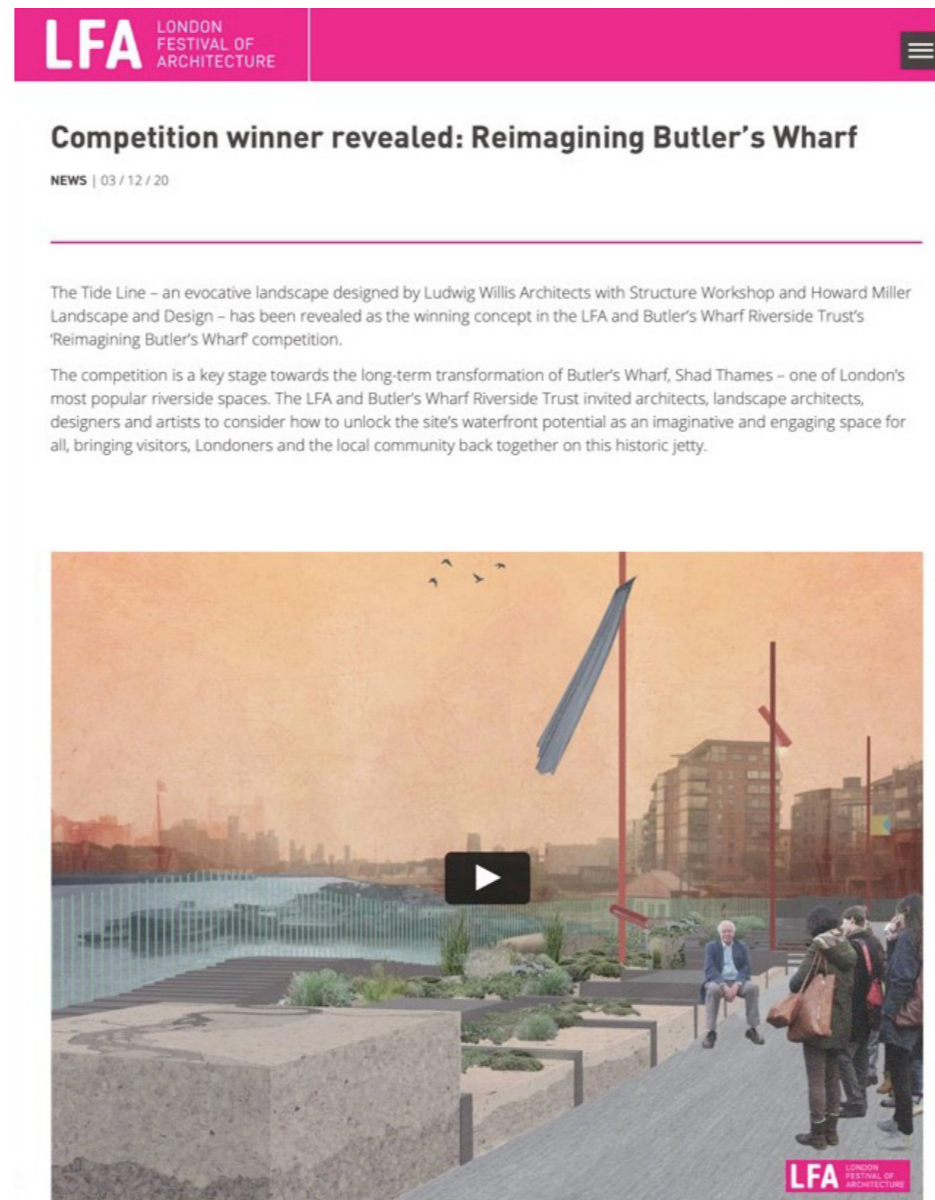
The Tide Line is the winning concept for the 'Reimagining Butler's Wharf' competition organised by the London Festival of Architecture (LFA) and the Butler's Wharf Riverside Trust (BWRT) and funded by Southwark Council's 'Cleaner Greener Safer' programme. The winning team led by Ludwig Willis Architects were appointed to deliver RIBA Stage 2+3 to enable the BWRT to raise funding for the delivery of the scheme. BWRT are aiming to progress the project in 2022 to celebrate the jetty's 100th anniversary.

### Competition Process

The competition process began with an Expression of Interest in response to an Open Call by the LFA and BWRT in June 2020. From over 50 entries, 6 teams were short listed to develop a design concept. The short-listed teams presented to the jury panel in an online interview in September 2020. In October 2020, a virtual exhibition featuring a 2 minute video of each design concept was launched on the LFA website providing an opportunity for members of the public to vote and feedback. The public feedback informed the expert jury panel of Paul Zara (director, Paul Zara Architects), Sarah Gaventa (director of the 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) and Tamsie Thomson (managing director, New London Architecture). On 3 December 2020 it was publicly announced that The Tide Line was the winning concept for Reimagining Butler's Wharf.

### Stage 3 Report

This document summarises the Stage 2+3 Design for The Tide Line based on the competition submission. The report also explains the design team's response to the brief to illustrate our design approach and how we will continue to collaborate and work with the client and broader stakeholders to develop and refine the project. As such, the Stage 3 Report describes how the design strategy addresses initial client feedback and how the ongoing design process is envisaged as a meaningful dialogue as the project evolves.



London Festival of Architecture Press Release

### Jury Comments

"The Butler's Wharf jetty is one of my favourite places in London and is somewhere that enchants residents and visitors alike. I'm really looking forward to working with the design team and Butler's Wharf Residents Trust to engage with everyone who uses the jetty as we work to realise its full potential as one of London's most unique public spaces. As a local design practice Ludwig Willis have clearly understood what makes the jetty unique, and have brought together a talented team around a very imaginative concept. I'm looking forward to seeing how that concept develops further and working towards its realisation."

Tamsie Thomson, managing director of New London Architecture

"We were delighted by the response to our competition which inspired such creative and thoughtful designs. The Tide Line by Ludwig Willis best reflects our aim for better seating, planting and lighting with the needs of businesses and residents uppermost in our minds. We like its minimalist and linear design, which feels like natural evolution rather than radical change and which sits peacefully beside nearby giants of Tower Bridge and Canary Wharf. Materials are drawn from recycled materials and it also has the potential to involve local craftspeople and trades at the delivery phase. We look forward to working closely with Ludwig Willis in the coming months to bring forward the final proposal and costings."

Emma Sanderson-Nash, Chair, Butler's Wharf Riverside Trust

The Tide Line

Reimagining Butler's Wharf

LudwigWillis  
Architects

Jonathan Cook  
Landscape Architects

Structure Workshop  
Engineers

March 2022

# Introduction

## Brief & Scope

“The riverside setting 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 [...]

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”

Extract from ‘Reimagining Butler’s Wharf’ Open Call



### 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.



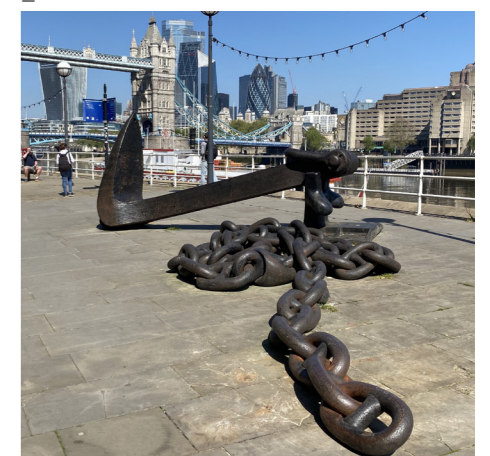
1



2



3



4

Photos by Steven Ehrlich

1. As part of the brief existing wayfinding, signage, seating, lighting as well as the placement of nautical junk and art work are reviewed and integrated in the new design.

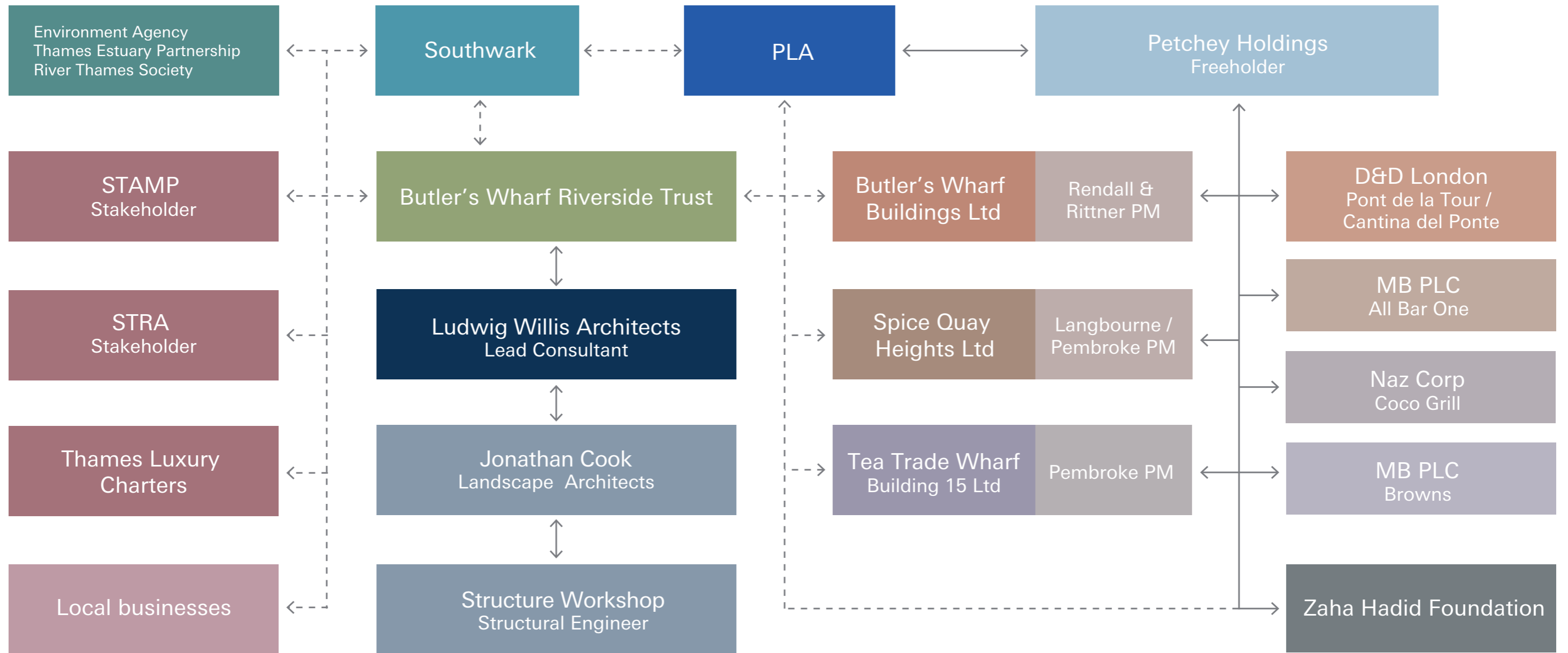
2. The existing planters are not consistent throughout the jetty and the planting not native or particularly beneficial for wildlife and the biodiversity of the site.

3. The existing promenade lighting is very bright for the residential units; festoon lighting was added - it is vital to rethink the overall lighting strategy but the re-use of existing may be more practical due to budget constraints.

4. The integration of artwork and is generally welcome; The glass pavilion in front of the Zaha Hadid Foundation (former Design Museum) can potentially be used in the interim but its plans in the long-term are yet to be confirmed.

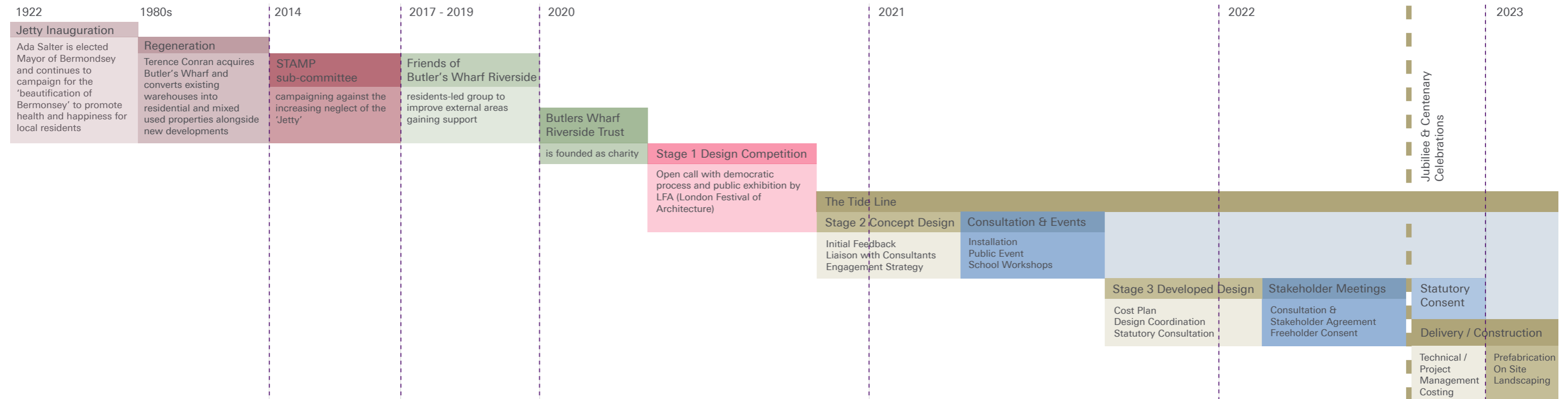
# Introduction

## Project Team & Stakeholders



# Introduction

## Progress & Partners



**Butler's Wharf Riverside Trust**  
 Dr. Emma Sanderson-Nash, Co-Chair  
 Kathleen Hogan Ehrlich, Co-Chair  
 Councillor Hamish Callum

**Steering Group**  
 Ferry Van Dijk  
 Helen Sunderland  
 Jon Byers  
 Jane Carr  
 Andrew Carr

**Local Residents Groups**  
 STAMP, Janet Morris, Chair  
 STRA, Nick Napier, Chair

**Advisory**  
 Francis Christie REMAPP  
 Chris Livetts, Owner & Managing Director, Thames Luxury Charters  
 Andrew Matson, Director, Spice Quay Management Co  
 Christian Gibbon General Manger, Zaha Hadid Foundation  
 Richard Kiveal, Former Director, Butlers Wharf Building  
 Jean-Bapiste Requier, Director of Operations, D&D London

**Statutory Bodies & Partners**  
 James Trimmer, PLA, Planning & Environment  
 Richard Charman, Environment Agency  
 Heather Hilburn, Thames Estuary Partnership  
 Eve Sanders, TEP, Estuary Edges Officer  
 Paul Finch, River Thames Society

**London Borough of Southwark**  
 Dan Taylor, Programme Manager, Regeneration  
 Rumi Bose, Project Manager, Regeneration  
 Michael Tsoukaris, Design & Conservation  
 Iaan Smuts, Development Control, Public Realm  
 Helen Dennis, Cabinet Member for the Climate Emergency and Sustainable Development

**Enabling**  
 Tamsie Thomson, London Festival Architecture  
 Rosa Rogina, London Festival Architecture  
 Peter Murray, New London Architecture

**Jury**  
 Paul Zara, Director, Paul Zara Architects  
 Sarah Gaventa Director, Illuminated River  
 Johanna Gibbons, Partner, J & L Gibbons,  
 David Ogunmuyiwa, ArchitectureDoingPlace, MDA  
 Dr Emma Sanderson-Nash Chair, BWRT  
 Ruth Slavid, Journalist and Editor and  
 Tamsie Thomson, Director, NLA

The Tide Line

Reimagining Butler's Wharf

LudwigWillis Architects

Jonathan Cook Landscape Architects

Structure Workshop Engineers

March 2022

# Introduction

## Opportunities & Constraints

### Opportunities

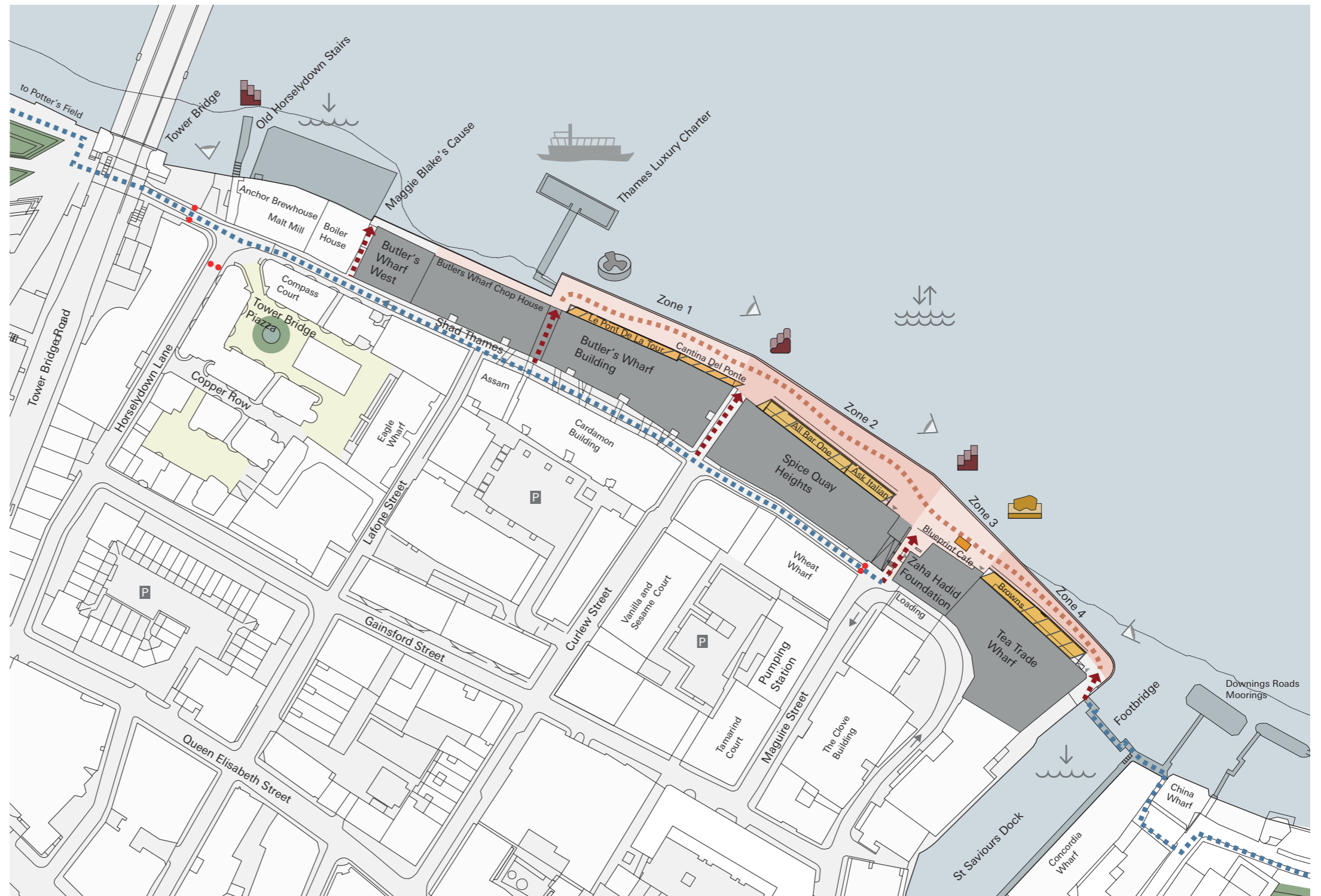
- Celebrating riverside location and its history
- Improve amenities for local residents / public
- Increase biodiversity and decarbonisation
- Educational agenda for environmental issues, awareness of river ecology
- Strengthen link as part of Thames path
- Ecological approach to planting mitigating high maintenance
- Use of local materials / fabrication
- Possible phased approach tailored to budget
- Flexibility of approach and implementation strategy
- Increase value of amenities for adjacent properties

### Constraints

- Budget and funding requirements
- Complex stakeholder network
- Conservation area Tower Bridge and St. Saviours
- Legal complexities in terms of ownership and management (Refer Zones 1-4) but also opportunity to resolve these as part of this project
- Allow fast and slow movement along Jetty
- Relationship with existing bars and restaurants with external seating
- Practicalities such as bins, bike racks and water station to be considered and resolved
- Approval process for structural alterations (PLA)
- Transport and access requirements
- Fundraising requirements and roles

### Risks

- Potential vandalism, antisocial behaviour
- Complexity of moving elements
- Utility information - surveys for below / above ground services required
- Continuity from design through to construction
- Procurement route to be confirmed
- Structural condition, further surveys may be required

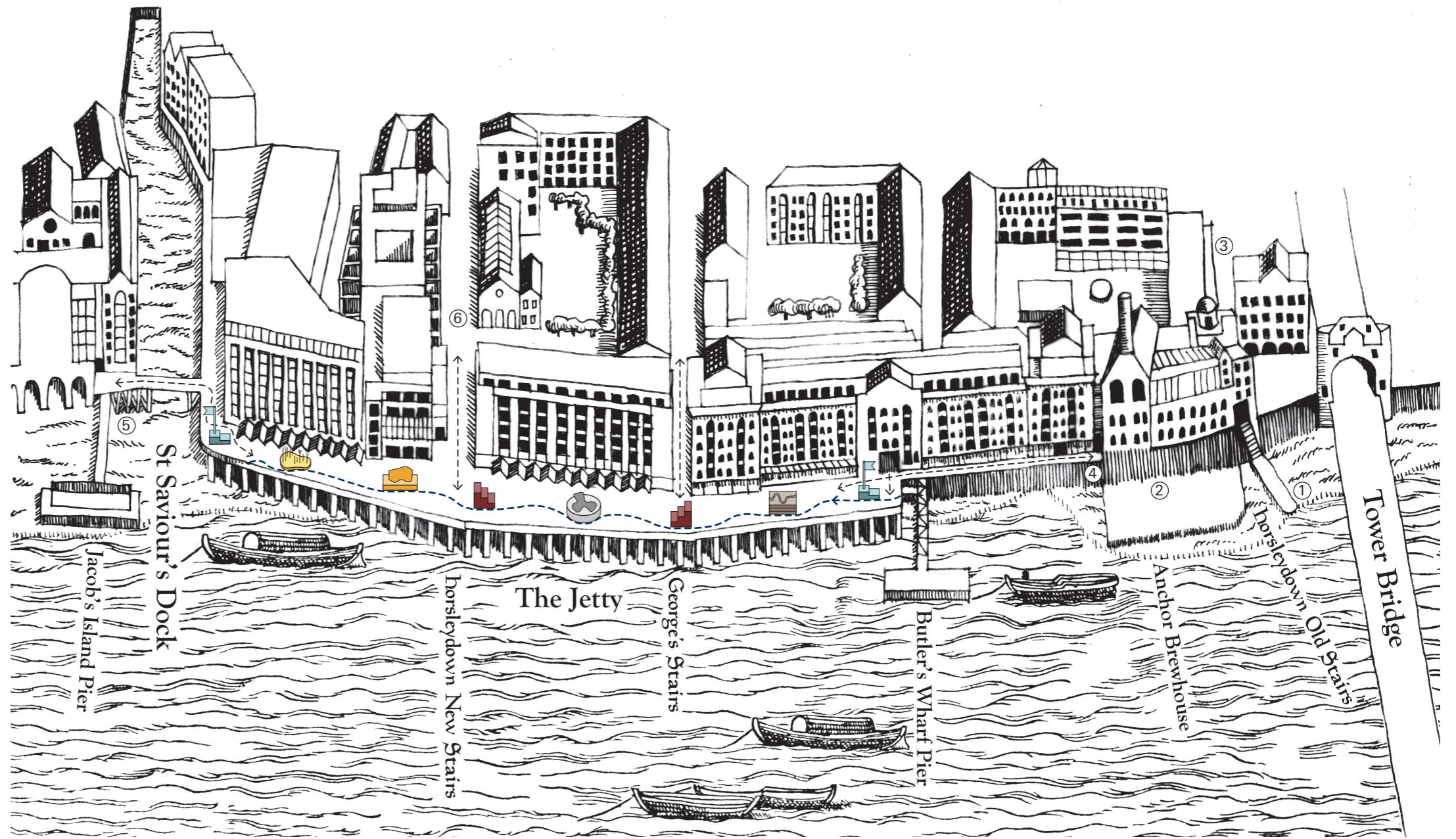


# The Story Line

## Location & Character

The riverside at Butler's Wharf has a unique character and retains a sense of calm despite its central location next to Tower Bridge. Whilst the site has changed entirely through centuries of industrialisation, trade and residential developments, the jetty remains a special place for views and access along the Thames.

- Rich industrial heritage and trade history as part of the Port of London
- Since 1980s desirable neighbourhood of historic and newly developed residential and mixed-use buildings
- Cultural legacy of Design Museum, now Zaha Hadid Foundation
- Pedestrian area with array of amenities
- Strategic location in relation to footbridge and Thames Path between City and Estuary
- Operational pier at Butler's Wharf



### Shad Thames Trail

- ① Horselydown Old Stairs
- ② Anchor Brewhouse
- ③ The Anchor Tap
- ④ Maggie Blake's Cause
- ⑤ St Saviour's Dock
- ⑥ Shad Thames Pumping Station

### Tide Line Trail

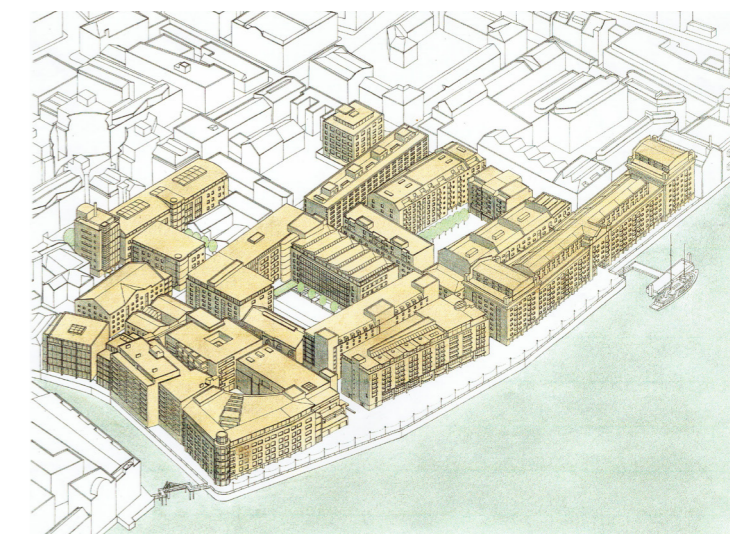
- View and Vantage
- Wayfinding
- Art and Community
- River History
- Ecology and Environment
- Nautical History



Excerpt from Agas Map 1561



Aerial of Redevelopment Area, 1984



Terence Conran, Axometric of Butler's Wharf, 1980s



# The Story Line

## Access to River & Local Green Space

The combination of the dense historic urban fabric of Shad Thames and its location on the bank of the river brings both constraints and opportunities.

The access to parks in the area is limited and 0% of homes in Riverside Ward have good access to all four types of public open spaces.

In general, nearly half the homes in the ward have deficient access to nature, placing the area in the bottom quarter of London wards. Greenspace Information for Greater London (GLA)

Despite these shortcomings the potential for a friendly and healthy neighbourhood lies in its proximity to the river as open space and source for relaxation and wellbeing.

Butler's Wharf Riverside Trust's agenda to improve the jetty are aligned with the following initiatives by the Mayor of London and the GLA

- National Park City
- The London Plan
- Healthy Streets



Neighbourhood connections



Access to Open Space along the Thames Path

# The Story Line

## Introducing The Tide Line

The Tide Line reimagines Butler's Wharf as a river landscape tracing along the line of the low tide which runs beneath the Jetty. The edge of the River Thames has an everchanging character with layers of ecology and history revealed and concealed as the murky waters ebb and flood with the rhythm of the tide.

Along The Tide Line floating masts rise and fall as the river is subjected to the celestial motion of the moon. These playful installations provide armatures for wayfinding, lighting and act as instruments that measure and communicate the changing tidal environment.

The Tide Line provides a breathing space from city life and enhances the island like atmosphere of the Jetty. The landscape promotes health, well-being and resilience for Shad Thames and the wider community inspiring curiosity about local and global ecology and habitats.



# The Vision

## Islands & Zones

The landscape of The Tide Line widens and narrows forming an archipelago with different kinds of riverside planting. Lost watermen's stairs that historically led down to the water's edge, become places of vantage and orientation for quiet contemplation. The changing course of the estuary is shown in a sequence of cast river models made from aggregates that form the geological layers of the riverbed. The Thames Estuary, from the mud flats to the coastal shingle, sustain a specific ecology of flora which are planted along The Tide Line.



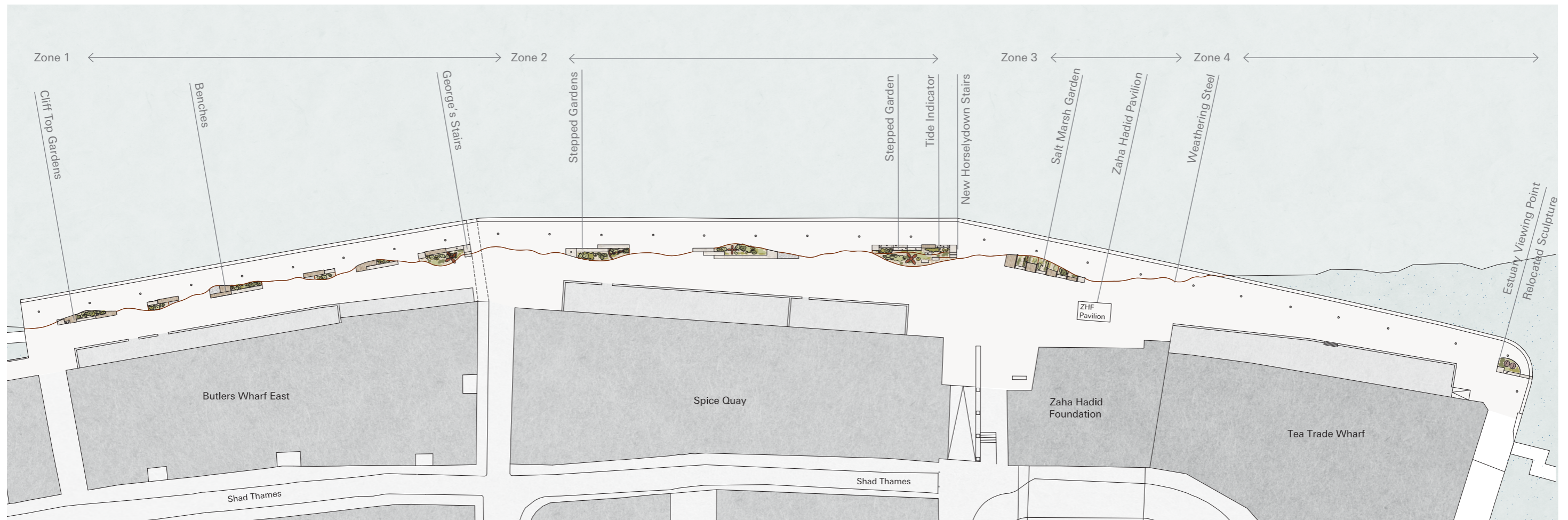
Zone 1  
Dry Garden



Zone 2  
Stepped Garden



Zone 3+4  
Salt Marsh Garden

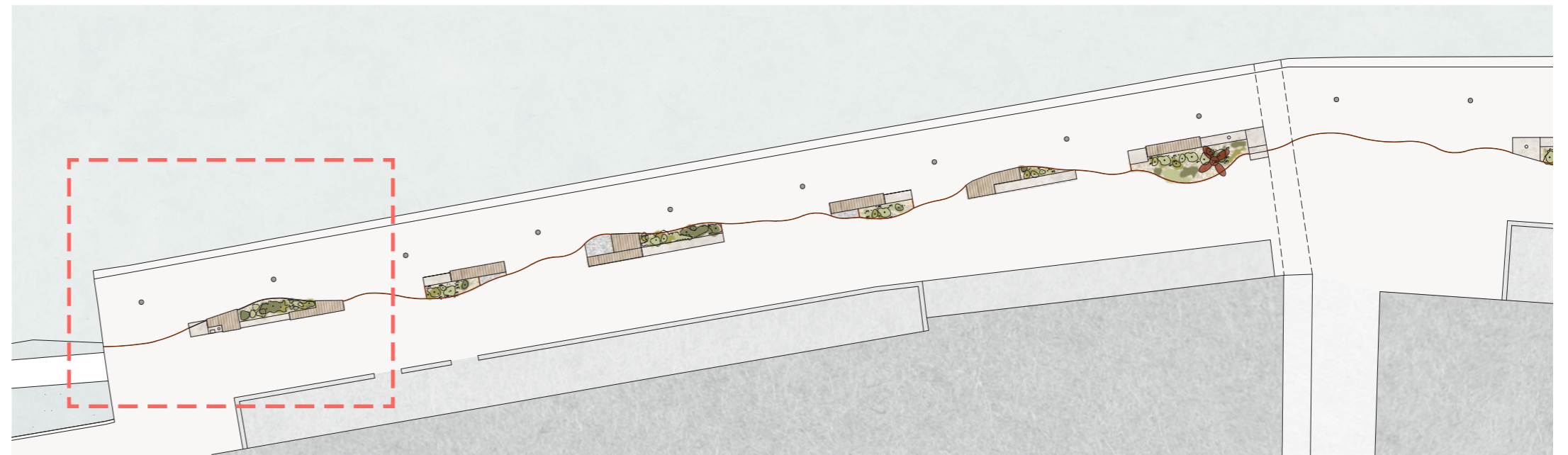


# The Vision

## Butler's Wharf

### Zone 1 - Dry Garden

Dry flint gardens with generous seating, planting and screening at different heights to provide privacy whilst maintaining openness as a meeting point and gateway onto the Jetty. A cast of the prehistoric river begins the sequence of historical layering. Masts provide lighting and wayfinding to Shad Thames and beyond.



#### Dry Garden

- Linear arrangement of benches and planters
- Number of benches and double sided orientation as existing

#### Materials

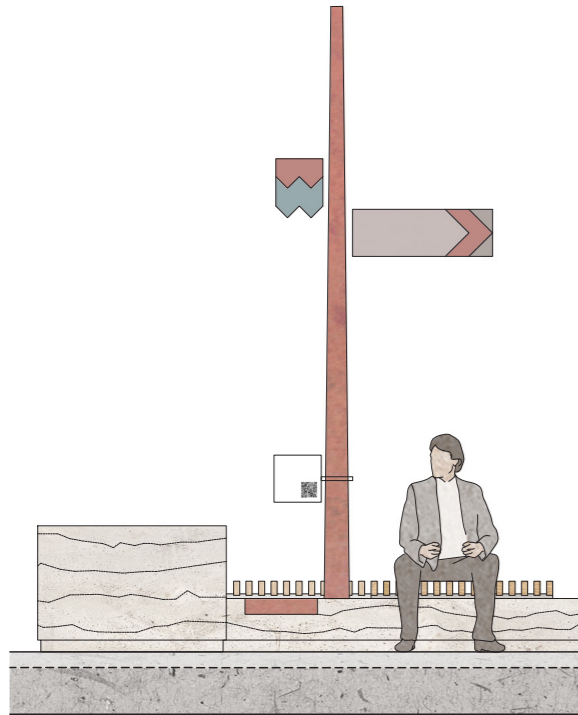
- Chalk/ Flint aggregates with visible datum lines
- Sweet chestnut sections for seating

#### Planting

- Cliff edge planting with grasses and clumps of flowering plants
- Some taller structured planting in the centre



# The Vision Butler's Wharf Zone 1 - Dry Garden



River model cast and wayfinding mast



Timber benching on cast plinth



Dry shingle planting

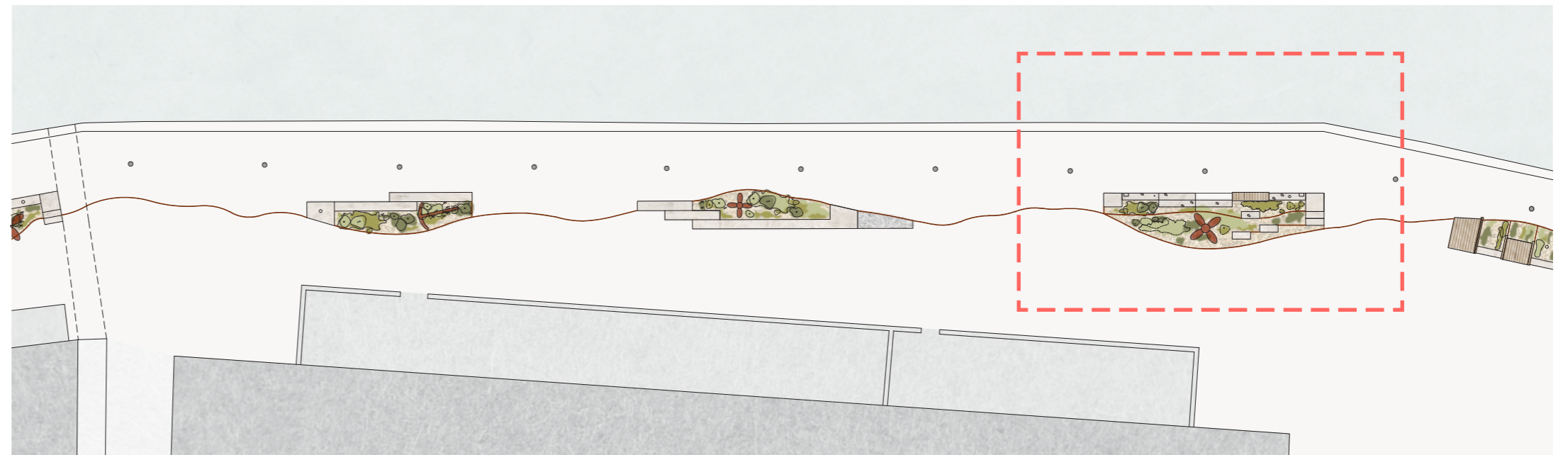


# The Vision

## Spice Quay

### Zone 2 - Stepped Garden

A stepped profile references the historic Horselydown New Stairs and articulates the edge of the dry garden at this strategic access point on the Jetty. Layers of bound and exposed aggregate provide seating and a series of different sand and shingle beds for a variety of planting. The masts communicate tidal changes, wind and sound and reflect the environmental and atmospheric qualities of the island.



Zone 2 in front of Spice Quay Heights

#### Stepped garden

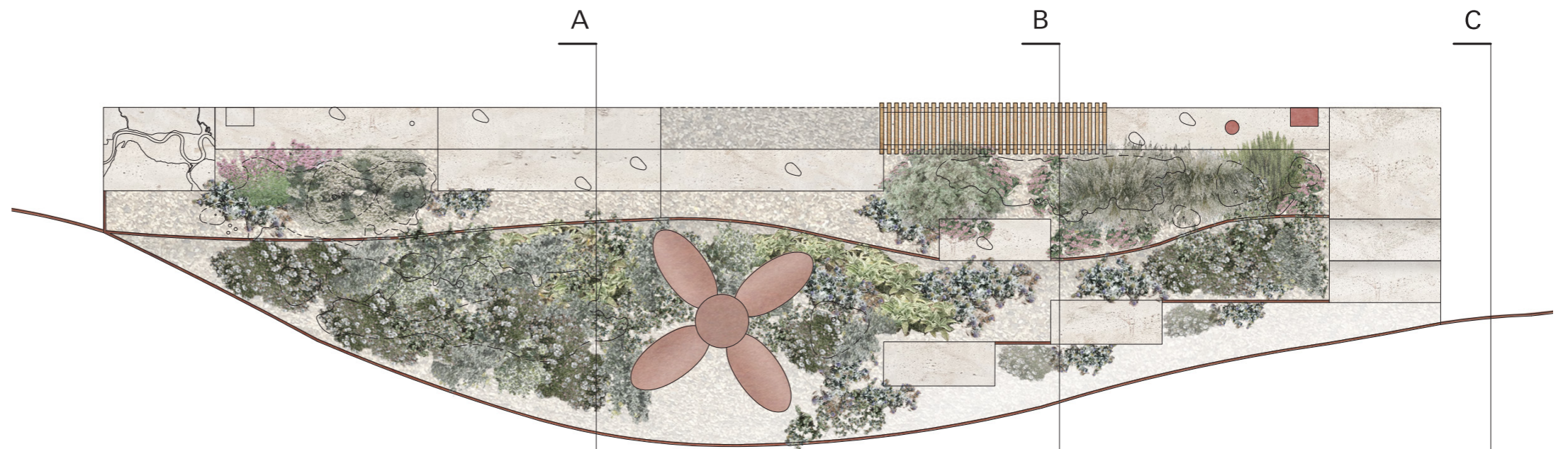
- Large low-level planters with adequate depth
- Limited seating within zone
- Some nautical features retained and relocated

#### Materials

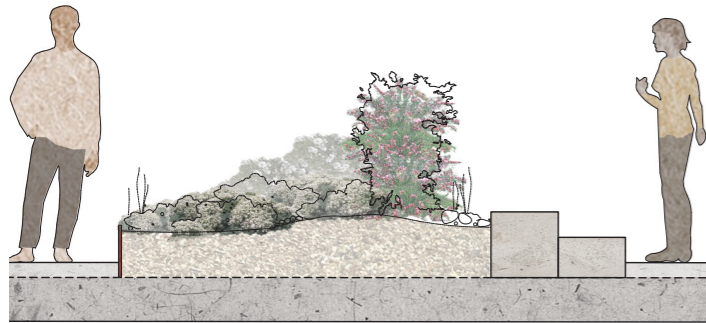
- Visible shingle aggregate
- Exposed aggregate on top of plinths to create variety of surface

#### Planting

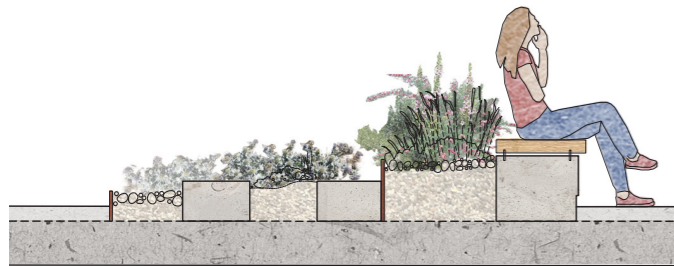
- Shingle and sand substrate
- Clusters of perennial plants
- Some taller structural planting in centre



# The Vision Spice Quay Zone 2 - Stepped Garden



Sand and shingle planting



Stepped beds with perennial planting



Stepped cast plinth with layered aggregates



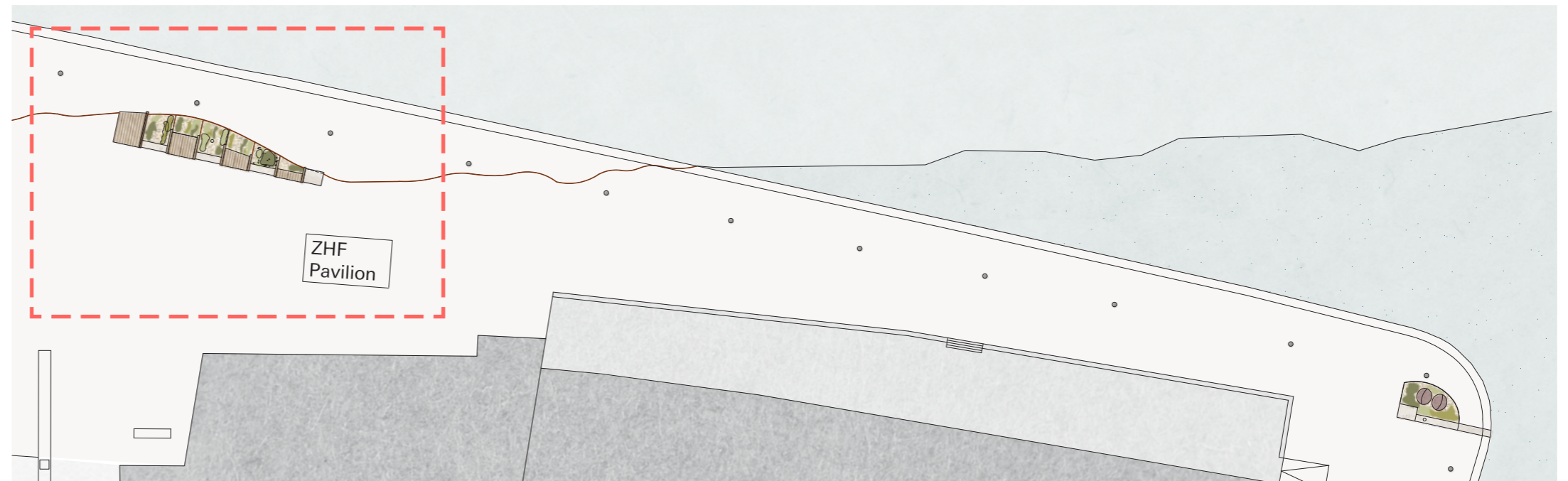
# The Vision

## Tea Trade Wharf & Zaha Hadid Foundation

### Zones 3+4 - Salt Marsh Garden

The Salt Marsh garden features an irrigation mast that floods the planting bed with river water with the incoming tide and swings the other way with the ebb to trickle river water down the meandering beds. Generous seating is provided between groyne structures typical of the coastal region. The glass pavilion by Zaha Hadid Foundation offers a place for education programme and exhibitions with subtle interventions proposed for the refurbishment of the structure.

From here the Tide Line continues as floor texture before it runs off the jetty joining the riverbed below. At the eastern end of the jetty a smaller garden provides wayfinding and a seat with water fountain. The existing granite sculpture by Peter Randall-Page is integrated in the soft landscaping.



#### Salt Marsh Garden

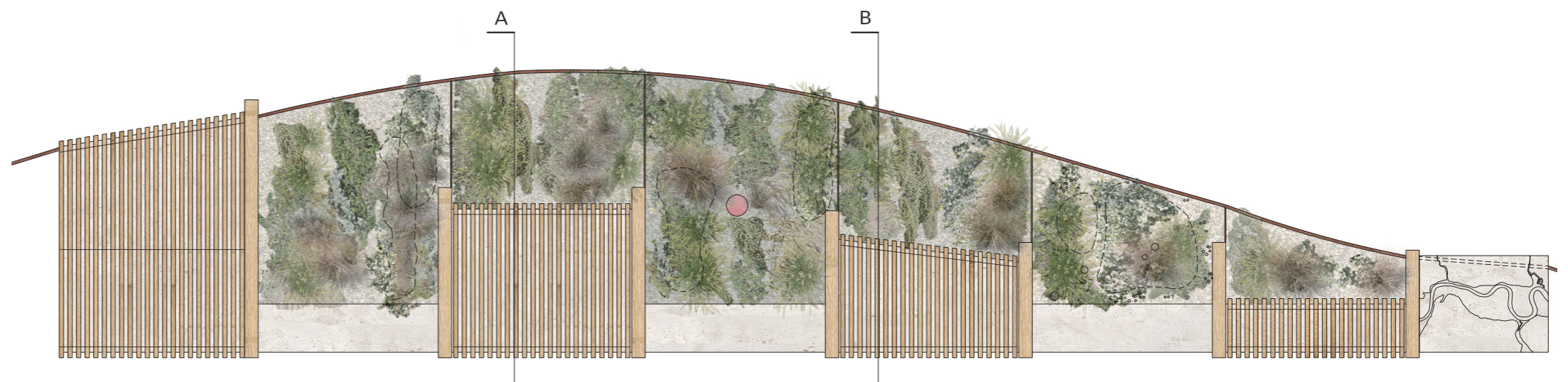
- Large garden with generous seating
- Terraced planters
- Mast for river water irrigation

#### Materials

- Timber groynes
- Alternating timber benches

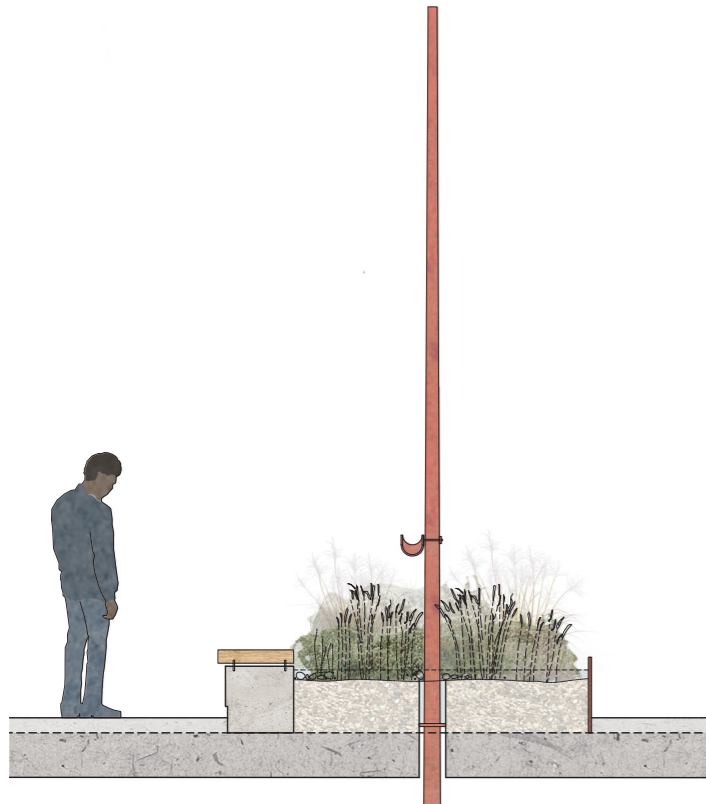
#### Planting

- Grasses and reeds
- Rows of salt marsh planting
- Naturally irrigated and partially submerged

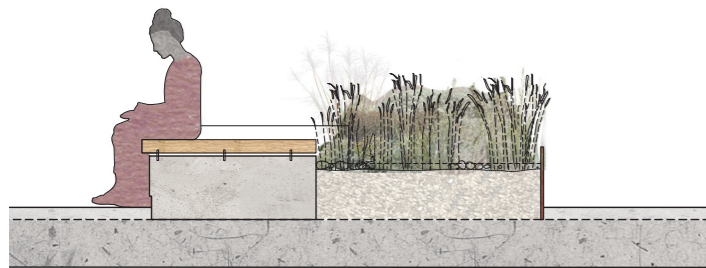




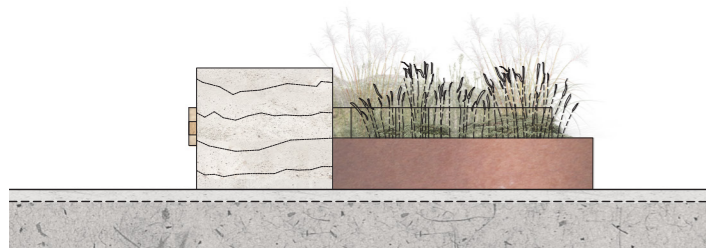
The Vision  
Tea Trade Wharf & Zaha Hadid Foundation  
Zones 3+4 - Salt Marsh Garden



Irrigation mast and salt marsh planter



Timber benching on cast plinth



River model cast and weathering steel edging



# Stakeholder Engagement Design & Dialogue

The Tide Line has been developed through an imaginative and inclusive design process that engages stakeholders and the local community in a dialogue through shared information and events.

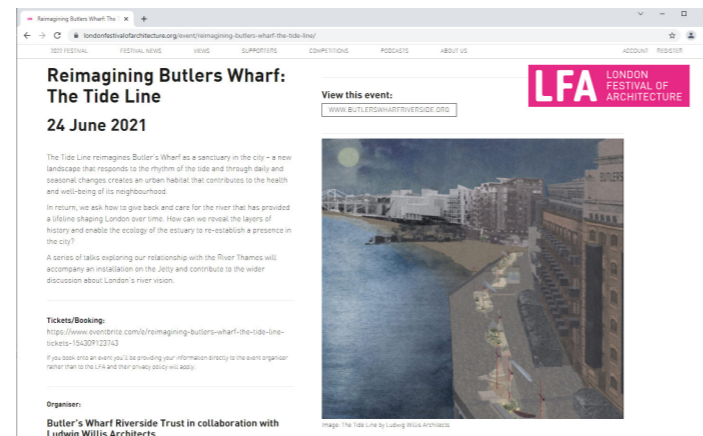
Given the ongoing pandemic the consultation on the competition project had to be adjusted and the public exhibition of competition entries was published on a virtual platform, providing the opportunity to leave feedback on the different design ideas. The Tide Line received very positive comments from residents and public.

*"As a some time resident of Butler's Wharf and someone who has grown up on the river, I have a perspective and a very particular understanding of what it means to live with the tides. Ludwig Willis clearly have a profound understanding of this too. The Thames is as much about mud as it is water; it's tidal so twice a day the river becomes land. This is fundamental to their proposal and therefore represents a keen understanding and respect for the nature of the site."*

Public consultation October 2020

To illustrate the concept and landscape ideas of the Tide Line a large scale installation of models and material samples was installed within the glazed tank, which was kindly provided for use by the Zaha Hadid Foundation.

In preparation for the exhibition the entire project team helped to clean and upgrade the glass structure with kind support and sponsorship from local businesses Anderson Rose, Legare and Q scaffolding.



Exhibition in the Zaha Hadid Foundation Tank supported by the London Festival of Architecture 2021



Material samples of river cast illustrating the changing estuary; planters with estuary planting; timber bench on cast plinth; and Watermen's steps

# Stakeholder Engagement Competition Feedback

Feedback on the initial competition designs were evaluated by the project team to refine the brief for Stage 2 of the concept design.

Response from surveys, correspondence was collected over the year and comments taken on board as part of the design development.

In addition direct conversations and emails were recorded to gain a better understanding of the needs and concerns of local residents.

December 2020  
Competition Feedback

### Seating

asked whether to retain the existing number of seating or introduce more the response was divided 50/50. It was decided to mirror the current layout and add some seating in front of the Zaha Hadid Foundation

### Nautical Junk

around 30% wanted to keep none, 30% retain all and the rest would like to keep some features. As a result some of the smaller propellers are integrated in the larger planters.

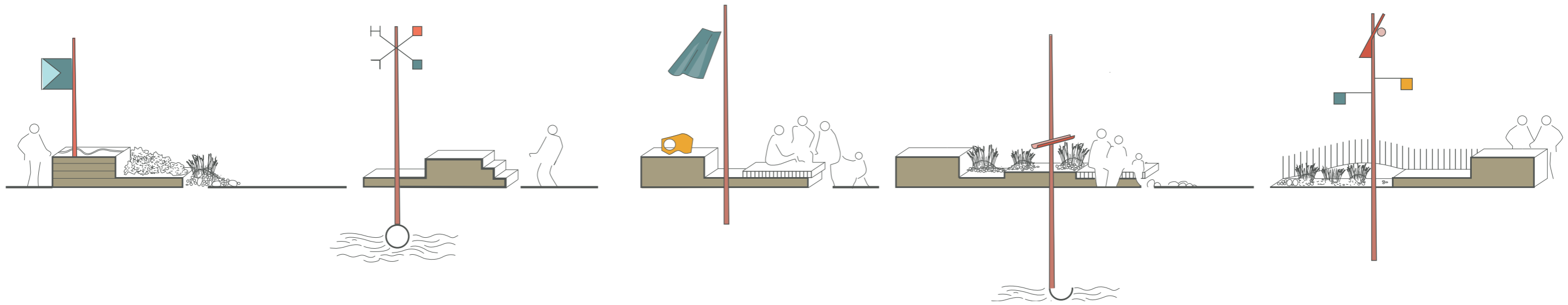
### Artwork

the response was divided on this issue - around 50% would like to see some art. To test how a curated art selection could be part of the Tide Line the existing sculpture by P. Randall-Page will be embedded in the landscape.

### Play

the Conservation Team as well as participants of the secondary school workshop imagined some playful elements as part of the new landscape. Steps and level changes in the larger planters offer subtle ways to explore The Tide Line.

Spring 2021  
Brief Development



The Tide Line

Reimagining Butler's Wharf

LudwigWillis Architects

Jonathan Cook Landscape Architects

Structure Workshop Engineers

March 2022

# Stakeholder Engagement Talks & Events



June 2021  
Public Events

July 2021  
River Walk

A series of talks and public events on the jetty in summer 2020 provided an opportunity to talk with residents, listen to their ideas and concerns and strengthen the support amongst local partners and politicians. The talks highlighted the unique character of the riverside location and its historic importance as part of previous campaigns and developments.

Talk with Riverside Trust, LudwigWillis Architects and speaker Paul Zara  
Other guests for the evening included  
Neil Coyle MP  
Hamish McCallum, Ward Councillor and Trustee  
Nick Napier, STRA Chair  
Ruth Slavid, architecture journalist  
Ferry van Dijk, art consultant and local resident  
Rumi Bose, regeneration team, Southwark Council

Accompanied by the large scale installation these physical events and improvements on the jetty were well received by residents and passers-by and resulted in positive feedback and comments. A short survey with specific questions was circulated to get more detailed response on issues such as seating, art works and maintenance.

Guests & Supporters including  
Caroline Pidgeon, London Assembly  
Hamish McCallum, Ward Councillor and Trustee  
Emma Sanderson-Nash  
Jon Byers, Anderson Rose  
Kathleen Ehrlich  
Public event attended by local residents, Janet Morris, STAMP Chair, Nick Napier, STRA Chair, Tamsie Thomson and Rosa Regina from the London Festival of Architecture, local businesses and the general public

We were delighted to take part in the River Walk organised by Dan Taylor and Rumi Bose with Cllr Helen Dennis and other representatives from Southwark and give an overview of the proposals. We see the project as part of a wider strategy to improve the connection with the river along the Southbank and beyond, tying it in with the Thames Path and the PLA's 2050 vision for the river.

Introduction to Shad Thames by Janet Morris, STAMP Chair  
Introduction to The Tide Line by Kathleen Ehrlich, BWRT and Anna Ludwig

# Stakeholder Engagement Education Agenda

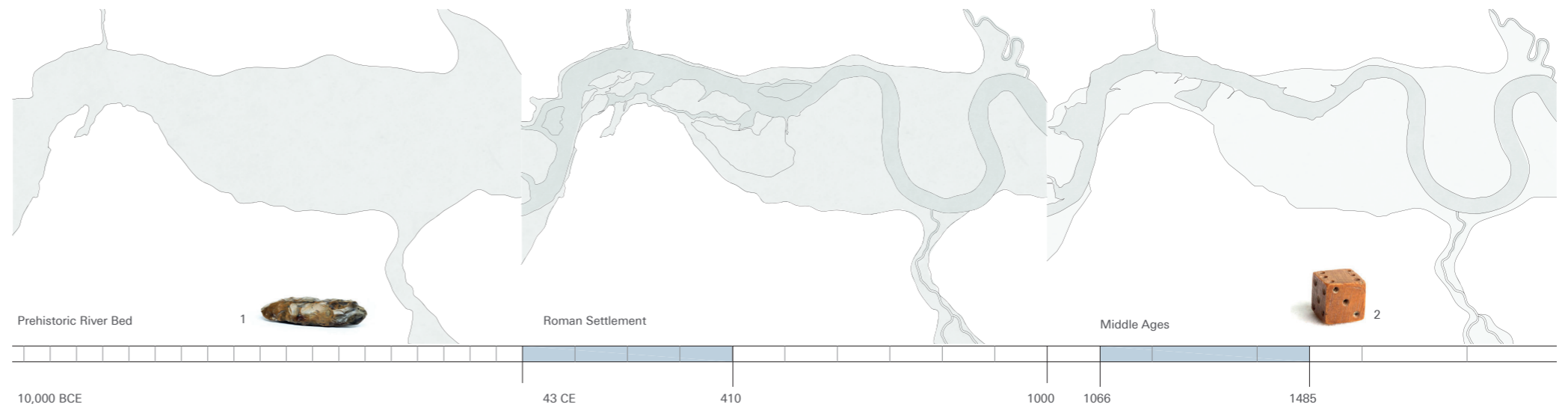
In September 2021, two local secondary schools, St Michael Catholic College and Compass School, joined the team for an informative day on river.

The vivid history of the site was explored by foot through a guided tour along the jetty and the shore line followed by a talk by Emma Sanderson-Nash and Kathleen Ehrlich about the campaigners and visionary thinkers of the area - from Ada Salter to Terence Conran.

Illustrating the future plans for the jetty Anna Ludwig and Daniel Poku-Davies talked about the work of an architect and the role everyone can play in engaging with the built environment to shape the City they live in.

The education programme was generously supported by the St Saviour's and St Olave's Foundation Fund and The Dixon Hotel provided the former court room in their historic building as meeting space.

September 2021 School Workshops



The early history of settlement in the area of what is Shad Thames today was shaped and dominated by the estuary. As flood plain of the River Thames this landscape was exposed to the tidal ebb and flow and archaeological finds hint at agricultural use of the land.



This Iron Age helmet dates from c. 250-50 BCE. It's called the Waterloo Helmet because it was found in the Thames near Waterloo Bridge in 1868.  
1 This Mesolithic hand axe was used by one of the earliest Londoners as tools around 8500-4500 BCE.



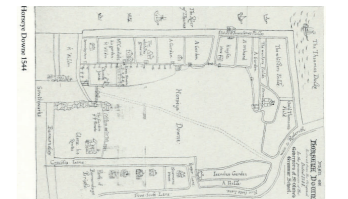
The aerial visualisation of Roman London in c. AD 75 by Peter Froste shows the succession of gravel islands amid the marsh leading to the only crossing point and demonstrates the importance of this landscape for the development of Londinium and the Roman settlement.



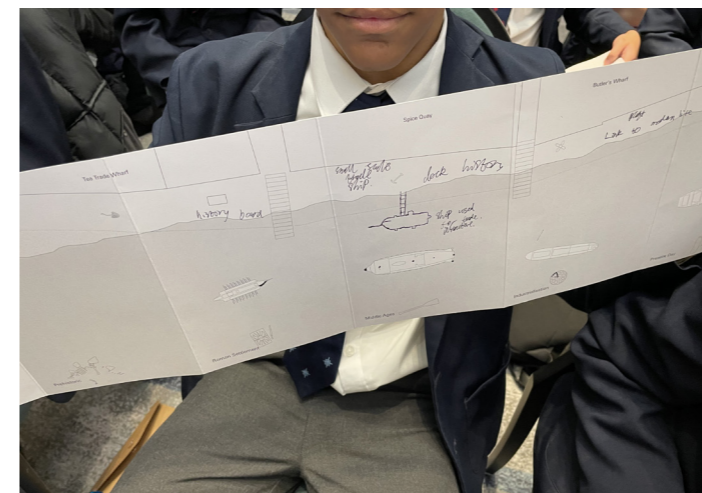
Roman coin shows the head of Emperor Nero. It was minted in France in 65 AD and found in the Thames nearly 2,000 years later.



Civitas Londinum is a bird's-eye view of London first printed from woodblocks in 1561. Widely known as the Agas map, attributed to Ralph Agas, the map offers a richly detailed view both of the buildings and streets of the city and of its environment.



Horsey Downe, 1544, with Fields, Gardens and an orchard  
Above (2) is a medieval die from the 16th century that was found off the foreshore at Tower Bridge; the dice is small and made of bone, as it was known to fall equally on any surface.



*"We left school after lunch and first had a tour along the Thames. I learnt about the different ways that the area had been used and how it had changed. Butler's Wharf used to mainly be an area of trade and industry where dockers would unload goods into the massive warehouses. After our tour we went back to a really nice hotel where we learnt more about how the area had changed going through a ruinous change in the 80s when punks visited. Now the area is much more expensive. An architect explained how the area could be used in different ways and we got a chance to design our own river front. In my design I included a large space for the public to use to relax in and a space for buskers so their would be nice music on my way into school."*

Crystal, St Michael's Catholic College, Bermondsey

# An Estuary Ecology Landscape & Planting

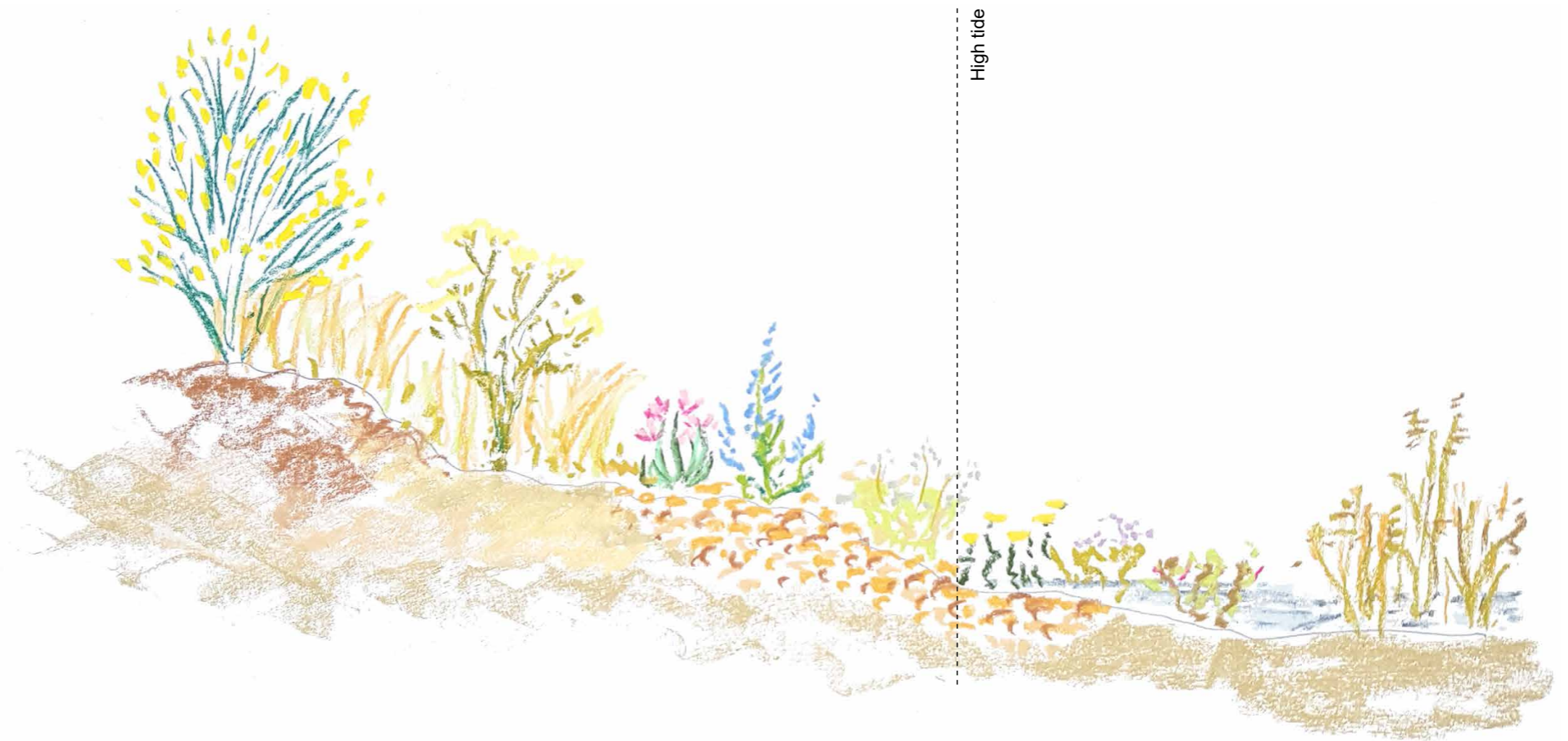
The brackish water of the Thames Estuary, from the mud flats to the coastal shingle, sustain a specific ecology of plants and flora. The Tide Line landscape is irrigated with river water and native species of planting that thrive in dry shingle or salt marsh.

The planting design is not intended to be a literal replica of various estuarial ecosystems; it uses species from these ecosystems to create an atmosphere so that the link between Butler's Wharf and the wider estuary is ever present.

It is proposed that the ongoing maintenance burden should be low and accordingly our approach is to simulate the kind of rugged environments found about the estuary in the planters and to plant them with species that are adapted to suit that difficult condition, thereby excluding most weeds.

Other measures include:

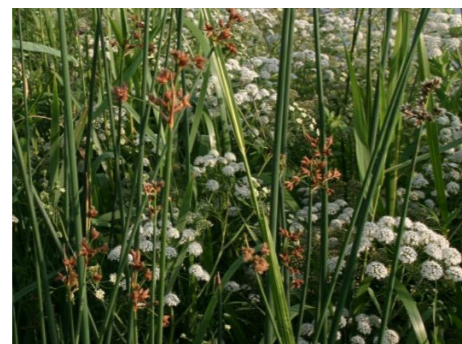
- Monitoring water levels and soil PH
- Annual cut and removal of stems
- Pruning and removal of dead matter
- Creative management of planting mix, weeding, reviewing and re-planting where necessary



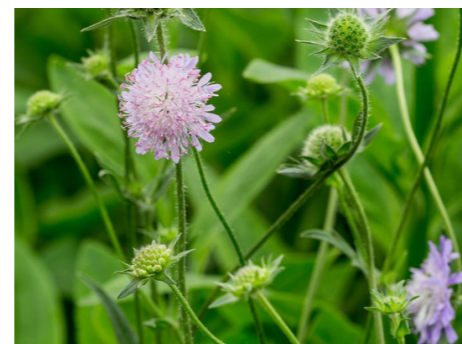
Dry		Moist		Marginal	Wet
River dike	Upland transition	Pebble beach	High marsh	Low marsh	
<i>Daucus carota</i> <i>Knautia arvensis</i> <i>Cytisus scoparius</i> <i>Hippophae rhamnoides</i>	<i>Phragmites australis</i> <i>Deschampsia cespitosa</i> <i>Puccinellia distans</i> <i>Foeniculum vulgare</i> <i>Elytrigia atherica</i>	<i>Crambe maritima</i> <i>Eryngium maritimum</i> <i>Armeria maritima</i> <i>Limbarda crithmoides</i> <i>Plantago maritima</i> <i>Echium vulgare</i> <i>Glaucium flavum</i>	<i>Aster tripolium</i> <i>Juncus gerardii</i> <i>Bolboschoenus maritimus</i> <i>Limonium vulgare</i> <i>Limbarda crithmoides</i> <i>Rumex maritimus</i> <i>Atriplex portulacoides</i>	<i>Schoenoplectus lacustri</i> <i>Sparganium erectum</i> <i>Spartina anglica</i>	



Hippophae rhamnoides  
Sea Buckthorn



Schoenoplectus lacustri



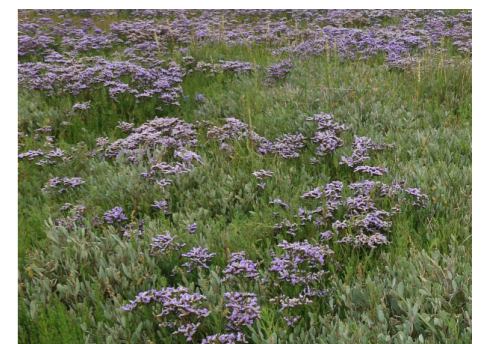
Knautia arvensis



Eryngium Maritimum  
Sea Holly



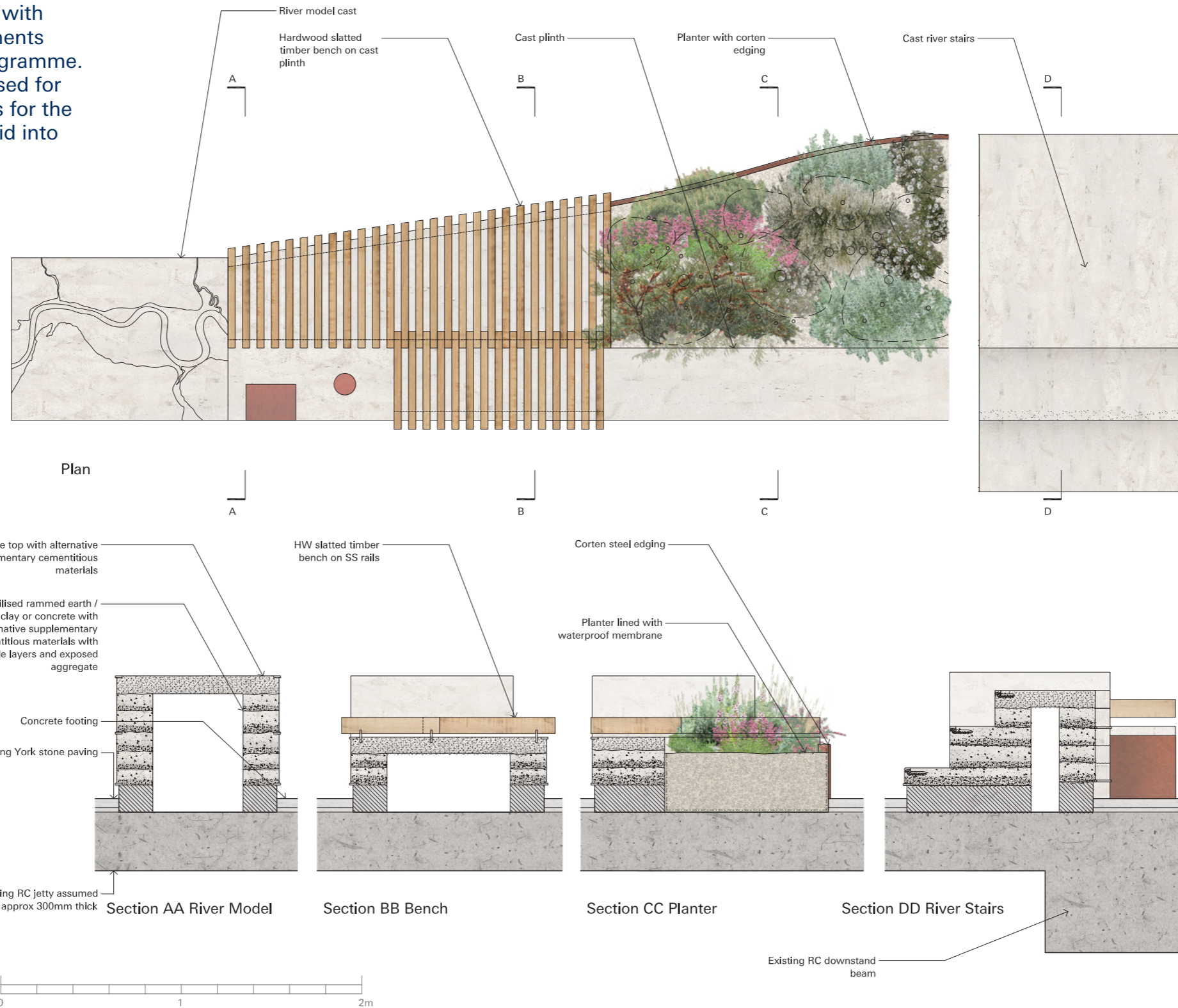
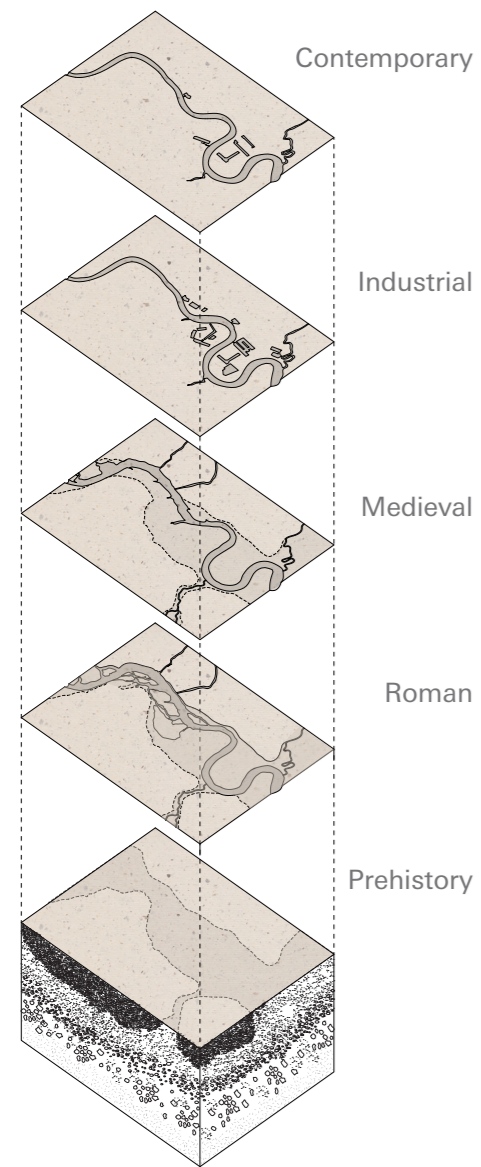
Aster tripolium



Salt marsh

# An Estuary Ecology Materials & Longevity

A robust palette of materials is used throughout. Cast plinth elements are formed using local aggregates Estuary bound with non-cementitious binder. Precast elements will be used to control quality and programme. Locally sourced hardwood timber is used for seating. Weathering steel forms edges for the planting beds and a continuous line laid into the existing paving.



Rammed Earth, Waugh Thistlington Architects



Flint Wall, Cassion Castle Architects



Timber bench, The High Line



Weathering Steel, The High Line

# An Estuary Ecology Materials & Longevity

A casting prototype tested the layered material composition with exposed aggregates. The top layer is denser and contains more cementitious binder to achieve a dense protective weathering layer. The elements rest on a plinth with hard wearing shadow gap of concrete and weathering steel to protect the structure and make it less susceptible to staining.



Prototype planters and seating plinths



Prototype river model cast



# An Estuary Ecology Wayfinding & Identity

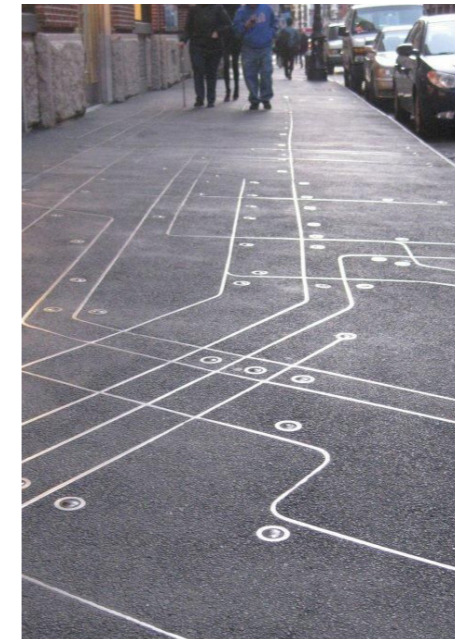
The Jetty occupies a prominent location connecting Bankside with the Thames Path leading via the Rotherhithe peninsula to Greenwich. South of Shad Thames there are connections to Bermondsey and the wider community of Southwark. Wayfinding strategies are envisaged across a range of scales from the strategic urban scale to the more immediate local context. There is a further an opportunity for the wayfinding and signage to uncover and communicate the history of the site and refer to the heritage of the Shad Thames Trail. The existing signage is outdated and should be replaced with a compelling and legible identity for The Tide line and complemented with QR coded information that can be easily updated.



Existing signage on the Jetty



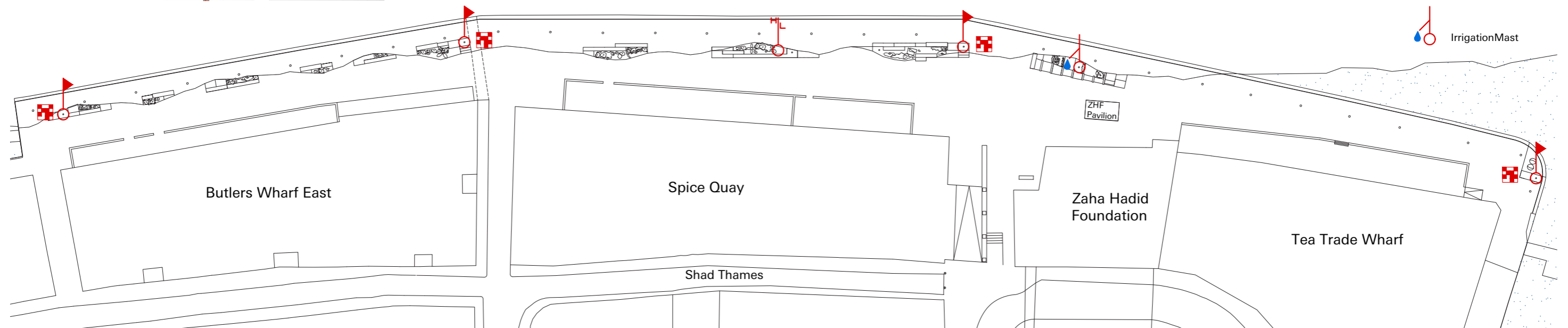
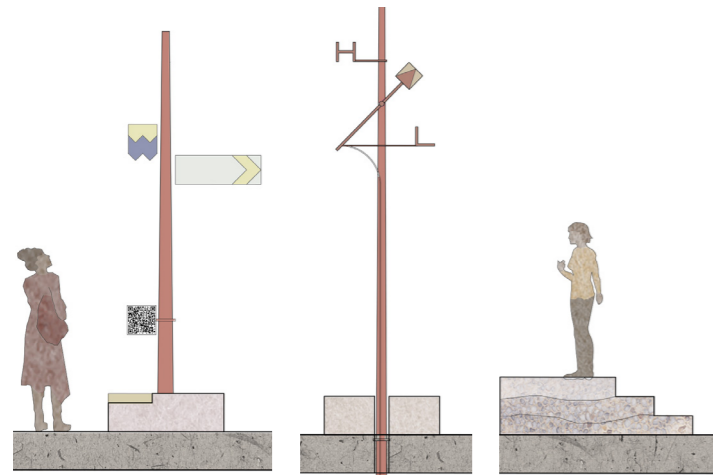
Low Line signage, Polimekanos








New York sidewalk with tube map



Seeds of Change, Aldo Rinaldi & Polimekanos



-  Key:
-  Wayfinding / Signage
-  QR code information
-  Tide Indicator
-  IrrigationMast

# An Estuary Ecology Seating & Amenity

## Seating

Different seating arrangements are proposed as part of the sequence of gardens. The existing benches in front of Butler's Wharf are replaced and complemented with smaller islands. The larger islands in front of Spice Quay are mainly landscaped without the additional provision of seating. The salt marsh garden in front of the Zaha Hadid Foundation integrates deeper and more generous seating. Durable and sustainably sourced timber is proposed for the benches with robust detailing to ensure that the exposed elements weather well.

## Water refill stations

Modern water fountains are a good way to support sustainable living and provide a functional feature as part of the urban landscape. The design will be integrated within a planting plinth in a strategic, visible and accessible location.



Bench seating, The High Line



Lounge seating, The High Line



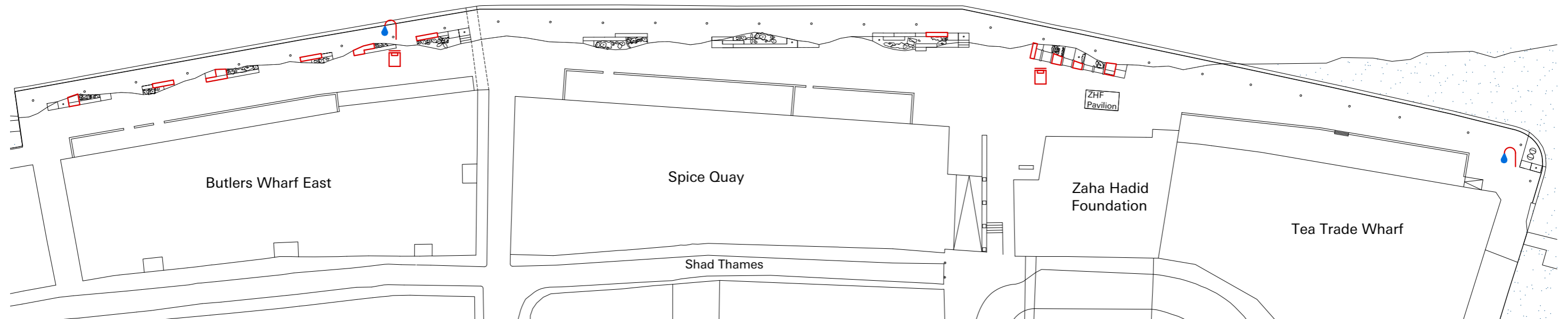
Drinking Fountain, Djaou Rakitine



Recycling bins

## Bins

Recycling stations will be provided as part of the proposal of a simple and practical design. It is proposed to have a reduced number of bins that are located at the cross routes linking the Jetty with Shad Thames. These will be developed with an efficient maintenance strategy in mind and coordinated with local businesses on the Jetty.

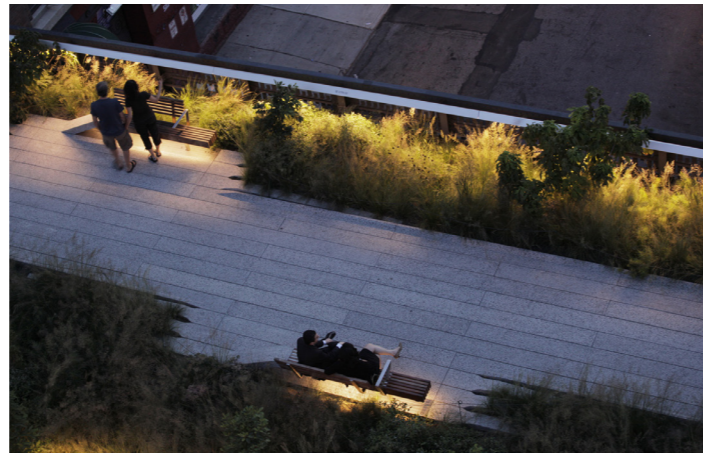


# An Estuary Ecology Lighting

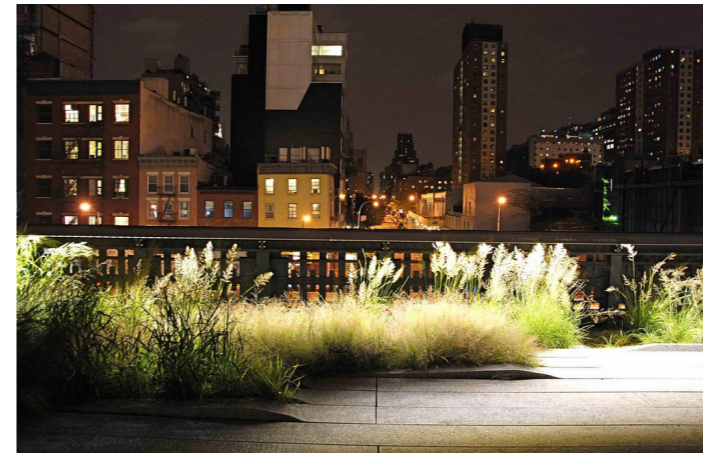
The original street lights reference the promenade culture of bars and restaurants along the jetty, but are very bright and dominant; Additional festoon lighting is partially in operation and creates an additional linear light band in each zone; it is desirable to rethink the lighting concept as a holistic design for the long term vision of the site and to be aligned with the design and materiality of the new landscape.

It is anticipated that the upgrade of the infrastructure and services will be phased. It is planned to prioritise the atmospheric component of the lighting integrated in the landscape, whilst retaining the existing street lights at high level. The low level lights will emphasise the planting and work in combination with the seating and wayfinding. In the interim the existing street lights will be refurbished, painted and the replacement whilst less bright and energy saving fittings will be considered.

In the long term high level street lights on masts are envisaged to be solar powered as part of a sustainable infrastructure. The coordination with solar panels on roofs of the residential buildings will be considered. Refer to Lighting & Renewable Energy Report by Atelier 10 (October 2018)



Localised and linear lighting, The High Line



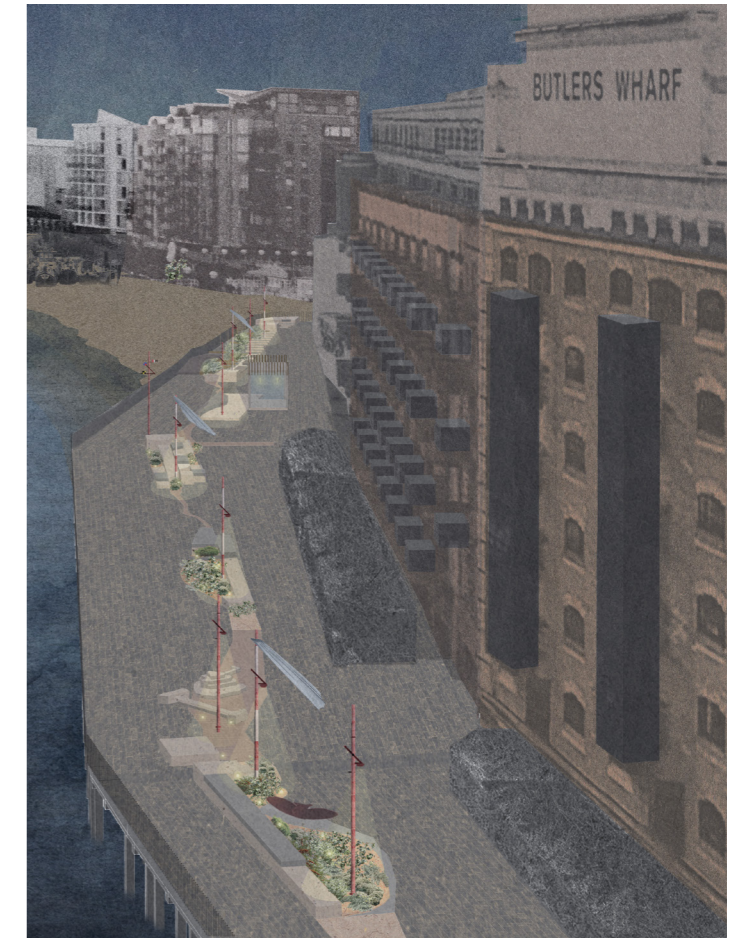
Highlighting Planting, The High Line



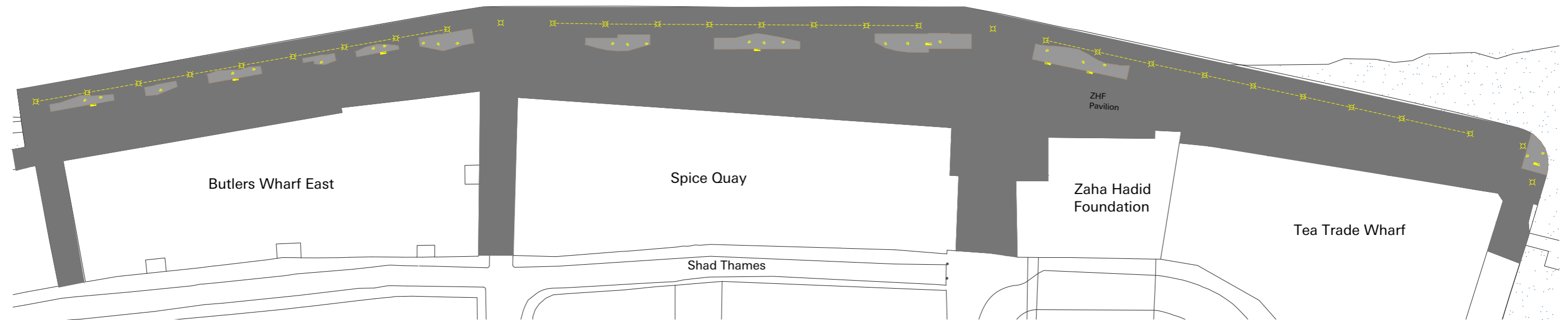
Initial phase seeks to refurbish the existing street lights and complement these with subtle low level lighting



In the long term masts provide high level lighting with atmospheric low level lights integrated in the landscape



Vision for a linear lighting strategy with directional mast lights and low level landscape lights



# An Estuary Ecology Balustrade

The condition of the existing balustrade has been reviewed as part of the new landscape for Butler's Wharf. The existing balustrade is very open and does not obstruct views. A new balustrade would be very costly due to its lengths and is therefore not a priority in delivering the initial landscape scheme.

As and when a replacement of the structure is planned it is advised to upgrade the balustrade with vertical elements to comply with current building regulations under the Approved Documents. The new verticals are envisaged as slender fins to maintain views over the water when standing further back on the jetty.

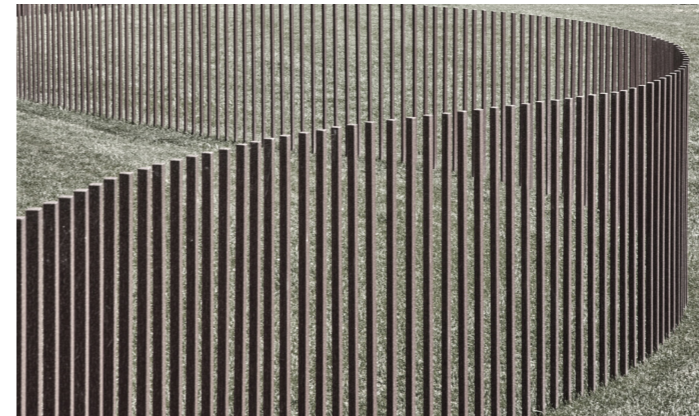
Another issue that should be addressed in this context is the collection of cigarette butts and plastics along the edge of the jetty that are at risk of being blown into the water. To prevent such littering of the river a small brass lip or trim could be introduced, similar to the inlay that traces the Tide Line on the Jetty.



Existing balustrade with deteriorating paint finish



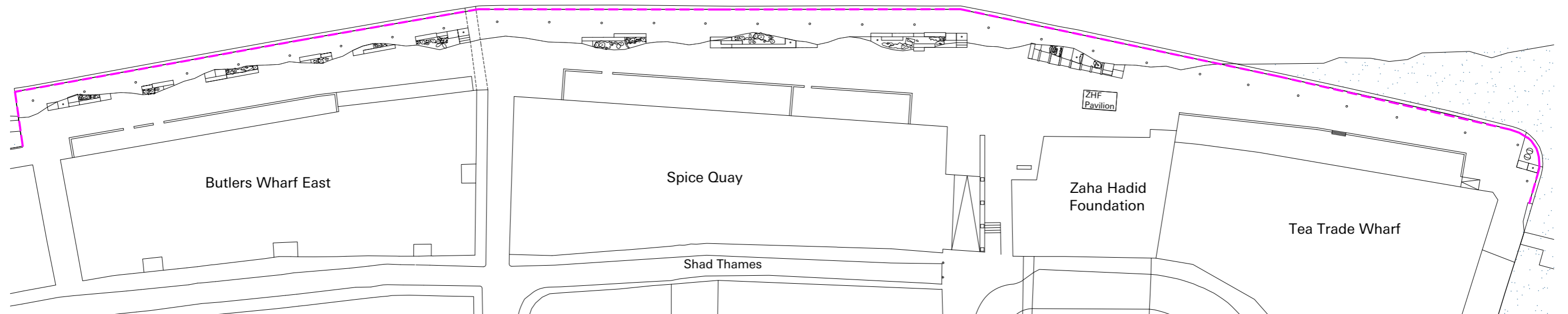
Existing balustrade open spacing of horizontal guard rails.



Vertical steel fins forming subtle wave at top



Corten steel balustrade, Peter Beard, Rainham Marshes



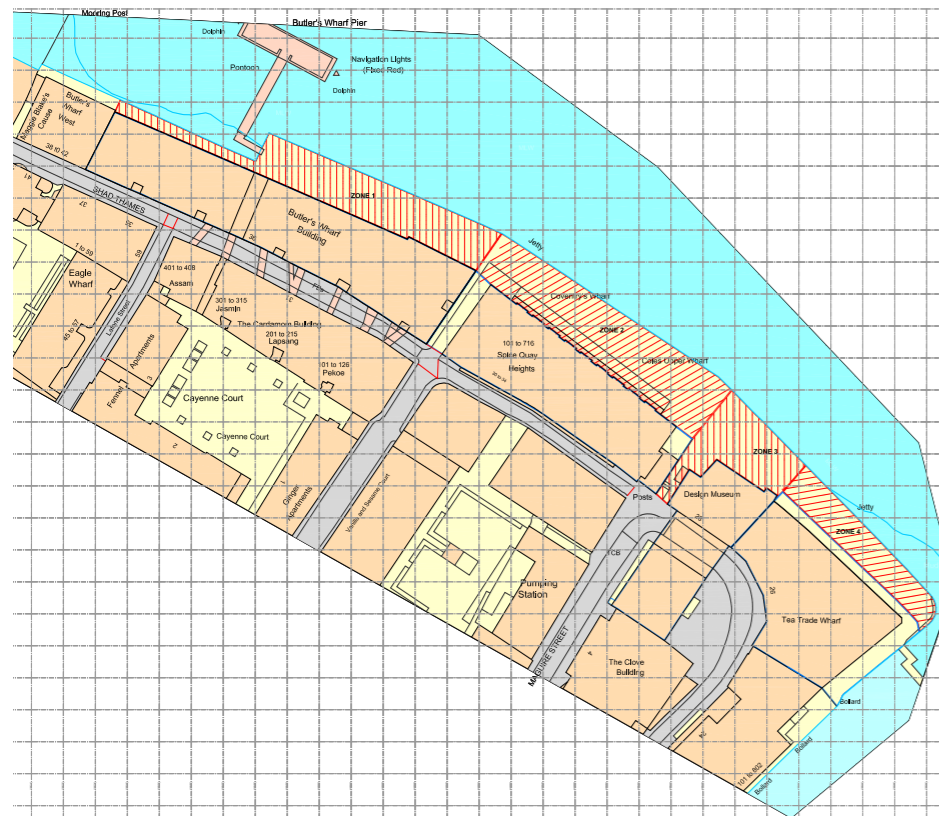
# Next Steps

## A Unique & Unified Place

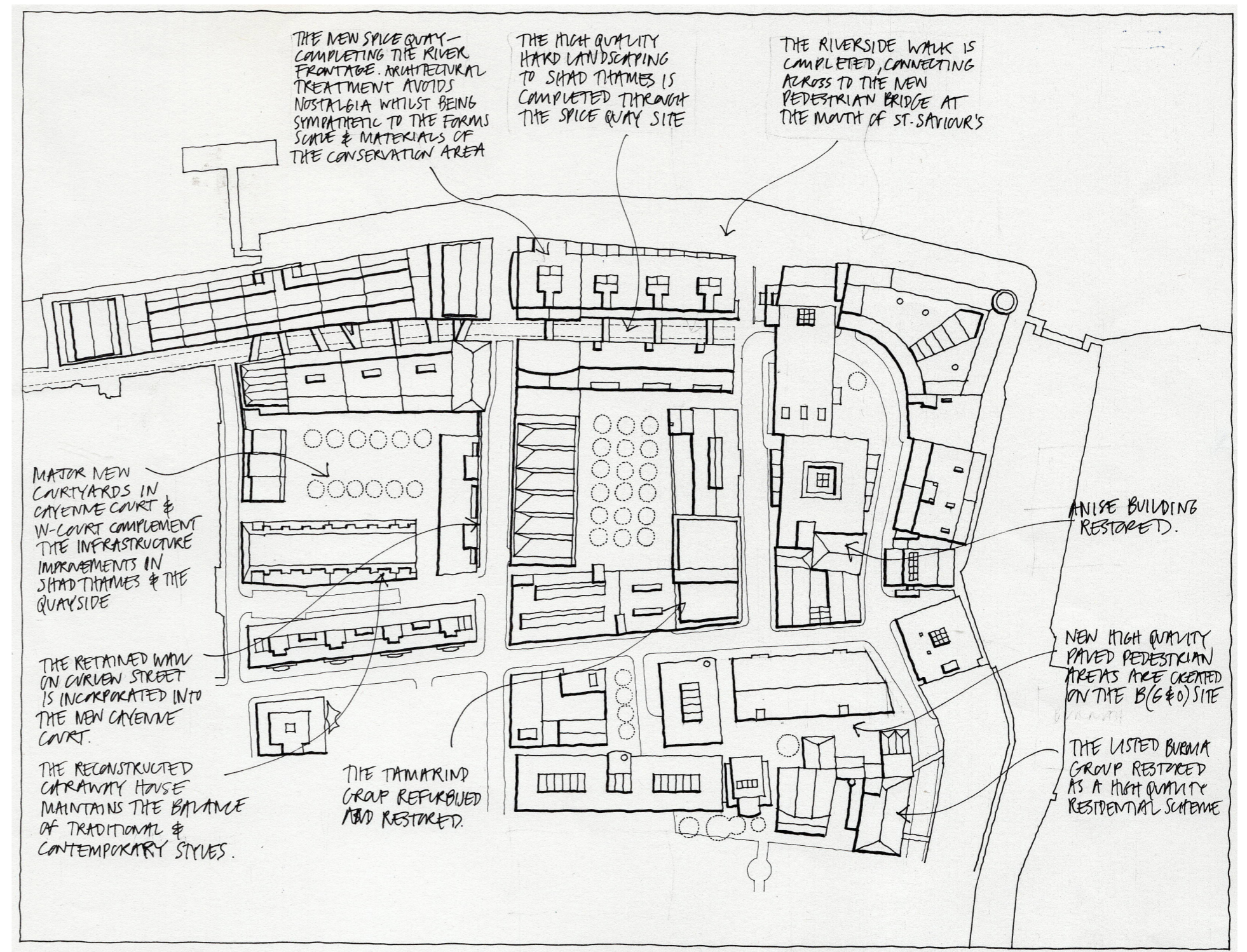
The regeneration and mixed-use development of Butler's Wharf was conceived as a unified vision by Terence Conran and the design team. The Tide Line respects and continues his legacy by bringing together the four zones that are currently managed separately under one umbrella.

The following overview shows the allocation of the proposed landscape in relation to the current zones and redistribution ratios.

- Zone 1: Butlers Wharf Building Ltd / D&D
- Zone 2: Spice Quay / MB PLC (All Bar One) / Coco Grill
- Zone 3: Zaha Hadid Foundation
- Zone 4: Tea Trade Wharf / Building 15 / MB PLC (Browns)

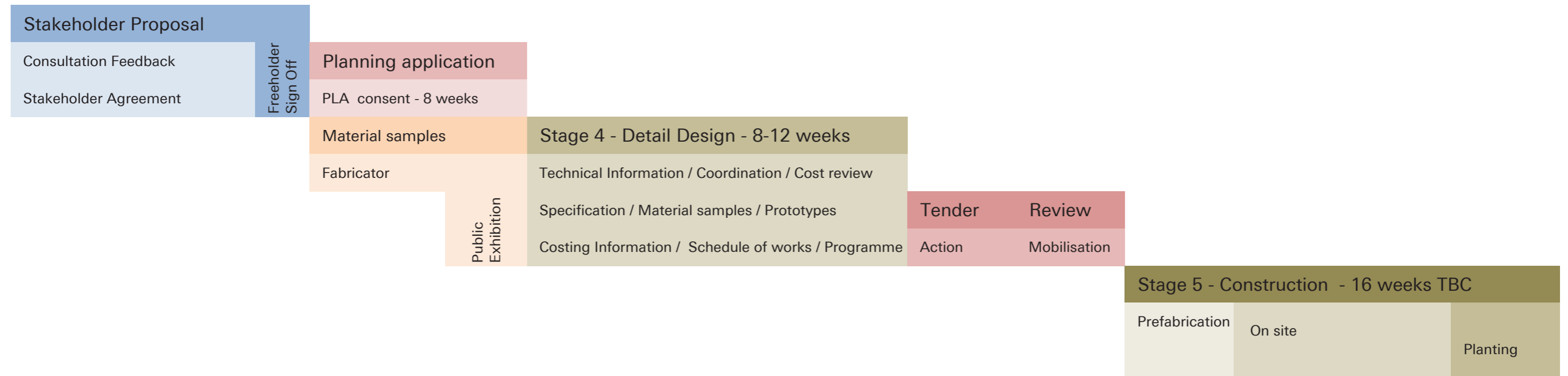


Butler's Wharf Jetty Zones



Butler's Wharf Redevelopment 1980s, Concept Sketch, Terence Conran - Paul Zara Archive

# Next Steps Delivery Programme



**Freeholder**  
Petchey Holdings Ltd.

**Leaseholders / Management**  
Butlers Wharf Residents Ltd / Rendall & Rittner PM  
Spice Quays Residents Ltd / Pembroke PM  
Langbourne PM  
Building 15 Management Ltd / Pembroke PM  
The Zaha Hadid Foundation  
D&D  
MB PLC  
Coco Grill

**Butlers Wharf Riverside Trust**  
Project Steering / Advisory Group

**Design Team (from Stage 1-3 onwards)**  
Anna Ludwig, Director, Ludwig Willis Architects  
Rufus Willis, Director  
Jonathan Cook, Director, Landscape Design  
Migle Pikelyte, Senior Landscape Designer  
Peter Laidler, Director, Structure Workshop  
Eugenie Sentucq, Engineer  
Paul Lonergan, Quantity Surveyor, RLB (pro bono)

**Extended Design Team (anticipated Stage 4-5)**  
Project Manager  
Quantity Surveyor (appointed)  
Graphic Design (Branding & Wayfinding)  
Lighting Consultant  
MEP Consultant  
Transport Consultant TBC  
Prefabrication Advice (Specialist Contractor)

**Procurement (based on advice from RLB)**  
Traditional Tender  
Main Contractor with  
Specialist Subcontractor  
Staged or one phase subject to agreements (best value under single contract)

# Next Steps

## Statutory Approvals

The jetty, as a structure in the riverbed which impedes river traffic, is seen by the Port of London Authority as 'works' in the river and is therefore subject to a number of River Works Licences. Over the years these licences have been reassigned and amended to reflect development here, including the addition of licences for balconies, outside dining and commercial entities. An extensive research exercise between the Trust and the PLA has resulted in the collection of over 40 different licences and presents a picture about rights and responsibilities that is very complex.

In summary, the structure is a chattel owned by the freeholders of the neighbouring buildings, in the case of Tea Trade Wharf, the former Design Museum and Spice Quay Heights this is Petchey Holdings Ltd.

Petchey are required to insure and maintain the site, the extent to which is the subject of debate. They recover licence fees, insurance and maintenance costs from residents and businesses in percentage terms that reflect their individual footprints. In addition, Petchey are paid fees for frequent filming on site.

Southwark Council take no responsibility for the site and make no contribution to its upkeep. The footbridge across St Saviour's Dock is owned by the Council and has been the subject of ongoing repairs since 2019, which reflects the bridge's significant use, bringing people on to the jetty in increasing numbers with corresponding wear and tear [...]

Extract from 'Reimagining Butler's Wharf' Open Call

### Planning & Conservation

In order to realise the proposal a full planning application will be required to the London Borough of Southwark. The following documents are referred to for policy and guidance:

- The London Plan (2016)
- New Southwark Plan (2020)
- Southward Streetscape Design Manual (2020)



Stanford Map of London and its Suburbs 1862 overlaid with extent of Tower Bridge and St Saviours Dock Conservation Areas as shown in respective Appraisal documents

### Pre-Planning Advice

Prior to the submission of the planning application pre-planning meetings have taken place with Rumi Bose from Southwark Regeneration and Michael Tsoukaris who is leading the Conservation Planning Team. No concerns or objections have been raised and comments been taken on board

The Jetty is located within both the Tower Bridge and St Saviours Dock Conservation areas. Subsequently the following documents have been referred to in developing the Stage 3 design and preparing the planning documents:

- Shad Thames Conservation Area Management Plan (April 2014)
- Tower Bridge Conservation Area Appraisal (2003)
- St Saviours Dock Conservation Area Appraisal (July 2003)



### River Works License

BWRT have been in conversation with the PLA from the onset of the project and have discussed the vision for the jetty with James Trimmer and a recent update on the progress made to date. LWA have liaised with James Trimmer on the latest proposals at the end of 2021 and no objections or concerns were raised.

The focus for the PLA River Works License will be a full application including drawings at different scales. A fee as well as the written confirmation of the freeholder's consent are required for the applicant being granted a licence.



The following requirements and time frames apply:

- 3 months approval process
- Location and description of existing / proposed works in drawings
- Description of construction process: method statement, material specification & equipment used
- Anticipated timescales and programming

It was suggested that any consent may be granted conditional subject to detailed RAMS (Method statements) provided once a contractor is on board.

# Contact Details

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# Appendices

## The Tide Line

Indicative Order of Cost rev 03  
Tuesday, 9 November 2021



Ref	Item	Quantity	Unit	Rate - Low	Rate - high	Budget - Low	Budget - High	Approximate Estimate Annual Maintenance Costs	Notes	
1	Precast concrete base	107	m²	£ 3,500	£ 5,500	£ 374,500	£ 588,500	£ 1,500	Based on benchmark data from MASS Consider specialist design input	
2	Timber seating	32	m²	£ 650	£ 850	£ 20,800	£ 27,200	£ 1,500		
3	Weathering steel	78	m	£ 200	£ 250	£ 15,600	£ 19,500	£ 100		
4	Planting	88	m²	£ 350	£ 500	£ 30,800	£ 44,000	£ 10,000		
5	Textured paving	19	m²	£ 350	£ 500	£ 6,650	£ 9,500	£ 100		
6	Masts	8	nr	£ 8,500	£ 15,000	£ 68,000	£ 120,000	£ 1,600	Consider specialist design input	
7	River edge balustrades	280	m	£ 90	£ 3,500	£ 25,200	£ 980,000	£ 3,000	Resistance to vehicle impact tbc Lower rate reflects redecoration only to existing	
8	Irrigation to planting	1	item	£ 30,000	£ 50,000	£ 30,000	£ 50,000	£ 1,500	Auto irrigation	
9	Metal inlay to paving	111	m	£ 250	£ 350	£ 27,750	£ 38,850	£ -		
10	River cast models	11	m²	£ 2,000	£ 2,500	£ 22,000	£ 27,500	£ 500		
11	Lighting - street lamps	1	item	£ 55,000	£ 95,000	£ 55,000	£ 95,000	£ 1,500	Higher budget covers new high level lighting	
12	Low level lighting in plinths	356	m	£ 200	£ 300	£ 71,200	£ 106,800	£ 2,000		
13	Drainage	1	Item	£ 30,000	£ 50,000	£ 30,000	£ 50,000	£ 200	Reconfigure existing	
14	Relocate / remove existing nautical items	1	item	£ 10,000	£ 12,000	£ 10,000	£ 12,000	£ -		
15	Prototypes	1	Item	£ 10,000	£ 10,000	£ 10,000	£ 10,000	£ -		
16	Bins, signage, water hubs, info points (3 nr)	1	item	£ 18,000	£ 30,000	£ 18,000	£ 30,000	£ 3,000		
	Repairs to existing paving excluded					£ -	add			
17	Contractor Mark Ups		@ 20%			£ 163,100	£ 441,770			
	General Maintenance					£ -	£ -	Separate budget	General maintenance incl cleaning incl elsewhere	
						<b>Subtotal</b>	<b>£ 978,600</b>	<b>£ 2,650,620</b>	<b>£ 26,500</b>	Maintenance for Tide Line landscape and elements
18	Design Fees		@15%			£ 146,790	£ 318,074		To incl. Project Management, QS, Architect (Lead Consultant), Structural Engineer, Landscape, Environment/Ecology, MEP/Lighting, Graphics/Signage, Specialist Subcontractor Design	
19	Contingency		@15%			£ 168,809	£ 445,304			
						<b>Total</b>	<b>1,294,199</b>	<b>3,413,999</b>		
20	INFLATION					<b>64,710</b>	<b>170,700</b>		Assume start on site early 2023	
						<b>Total</b>	<b>1,359,000</b>	<b>3,585,000</b>	<b>EXCL VAT</b>	
	VAT					<b>271,800</b>	<b>717,000</b>			
						<b>1,631,000</b>	<b>4,302,000</b>	<b>INCL VAT</b>		
<p><b>Exclusions:</b> Legal and finance costs; abnormal foundations; structural improvement works to existing structures, highway works; major service diversions.  <b>Assumed procurement</b> - traditional contract (JCT intermediate with CDP)                      Costing based on single phase of works</p>										