

GLA PRESENTATION

# ORCHARD WHARF

LOGISTICS • LIVING • LANDSCAPE



REGAL  
LONDON





# Regal London

## WHO WE ARE

Regal London specialises in residential-led mixed-use developments and have delivered successful projects from Kensington to Tower Hamlet and from Barnet to Shoreditch. Bespoke design and exceptional quality characterise our developments which are built to enhance the local environment and respect their communities.

We typically focus on residential and build to rent schemes, combined with mixed-use opportunities including hotels, flexible workspaces, retail and logistics, seeking out value and maximising opportunities from the most unexpected places.

Founded over 20 years ago, Regal London has evolved from a team of two into a substantial, fully integrated business that uses its entrepreneurial foundations to deliver innovative and award winning schemes. Our long-term, close partnerships have made this possible and we pride ourselves in enabling those who work with us to share our success be they local authorities, landowners, investors or customers.

Regal London is led by a highly knowledgeable, experienced and entrepreneurial management team drawn from all sectors of the property industry and is united by a passion for value creation and uncompromising quality across all stages of the development lifecycle.

Unlike many other developers, Regal London is a fully integrated business with tier one construction, land & planning, asset management, customer care and marketing all in-house. We operate across the entire lifecycle of the asset, which means that we can put the customer at the centre of everything we do, ensuring the delivery of outstanding quality and service at every stage of the pre and post development process.







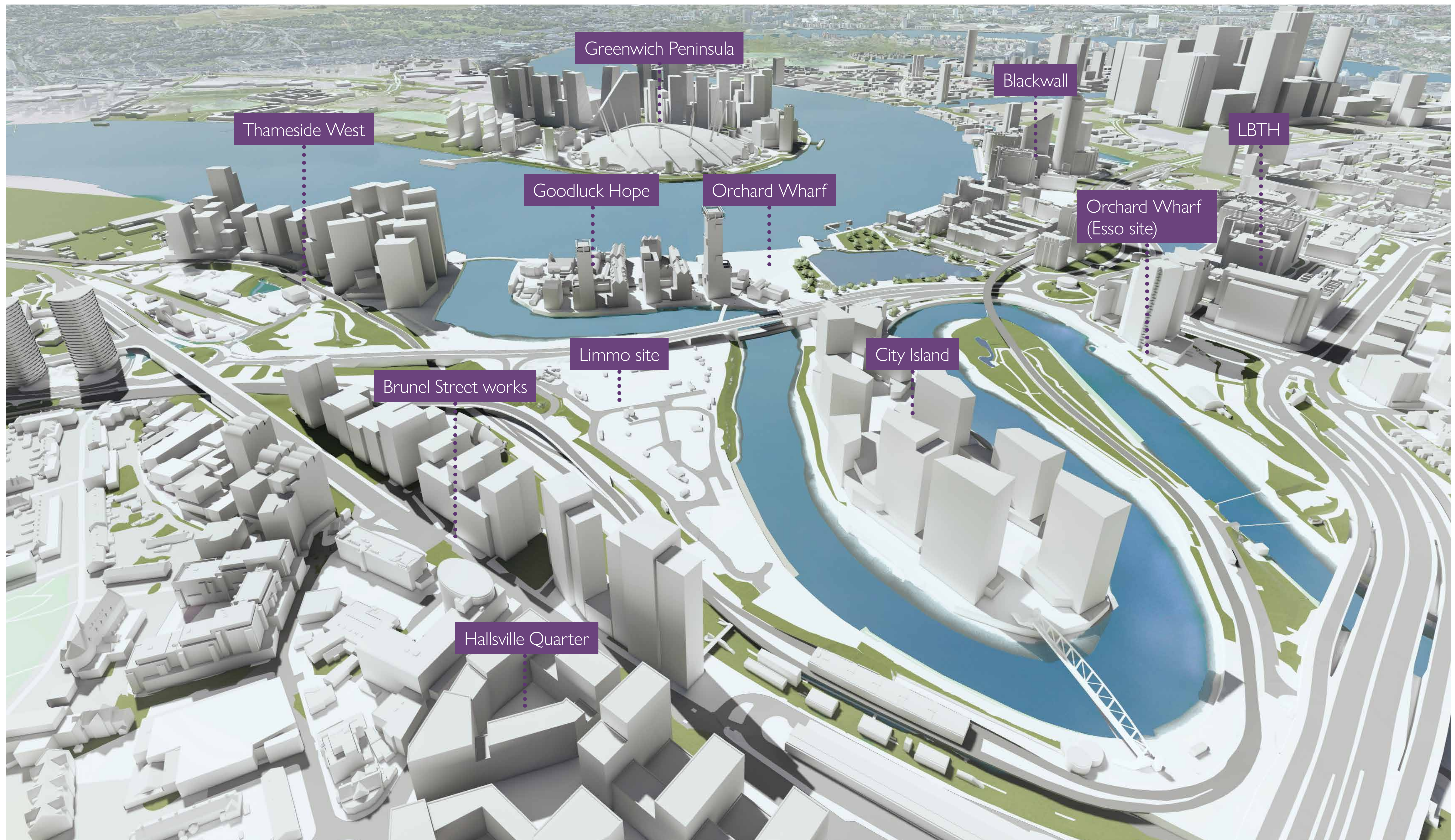
# Site Overview







# Site Overview





# Site Overview

## LOCATION AND CONTEXT

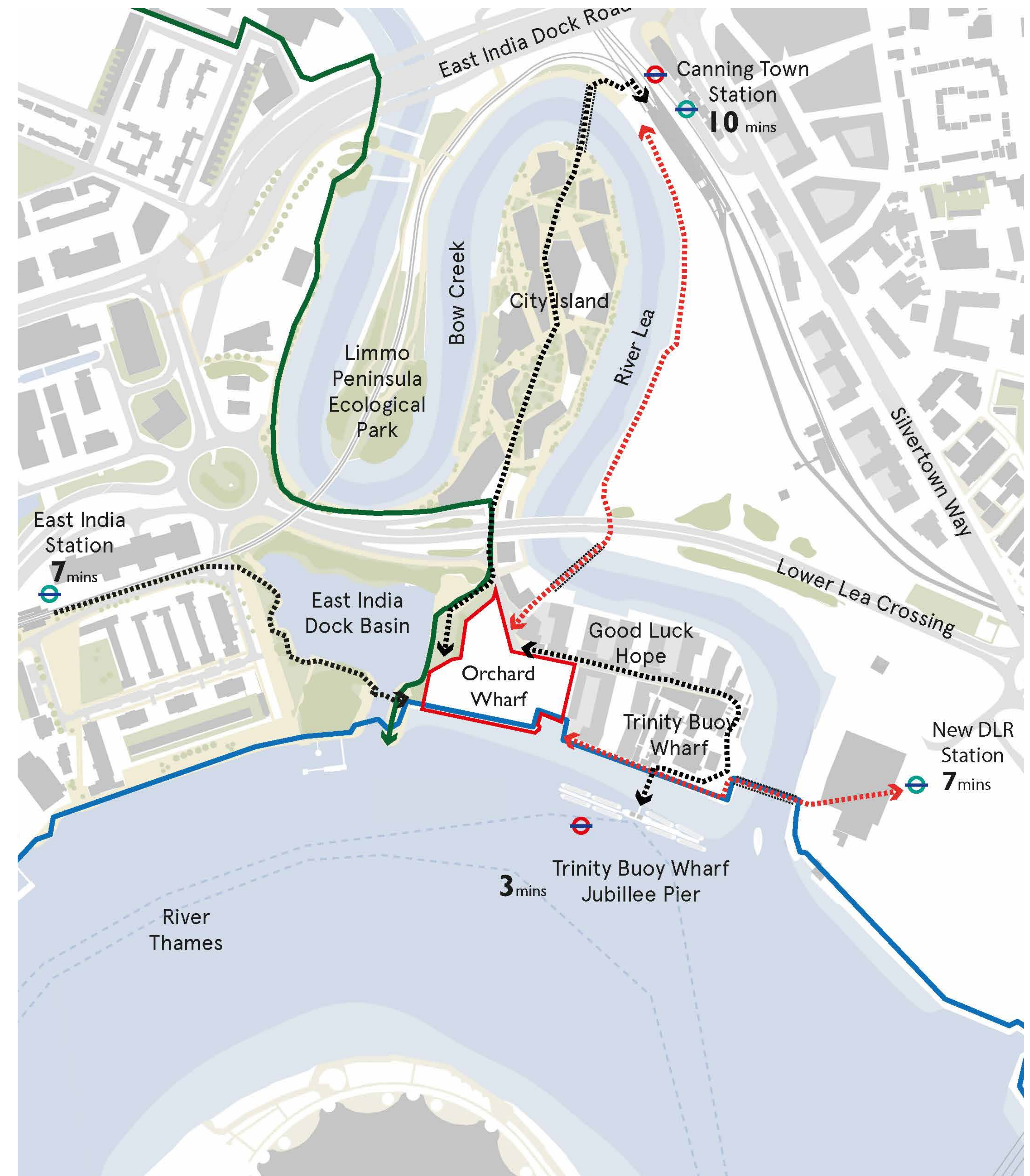
- Located on the north bank of the River Thames, on the Leamouth Peninsula, between the East India Dock Basin and Trinity Buoy Wharf, directly opposite The O2.
- Vacant since 1993 and inaccessible.
- East India Dock Basin to the west is designated Metropolitan Open Land. It is a key ambition for us to improve access and biodiversity of this space.
- Trinity Buoy Wharf to the east is a dynamic community of creatives and workspaces.
- Designated in the London Plan as a safeguarded wharf, to be retained to meet the future forecast demand for waterborne freight.
- LBTH Tall Building, Leamouth Cluster.
- The Lower Lea Valley Opportunity Area, with identified capacity to deliver between 30,000 and 40,000 new homes.
- Located in the Poplar Riverside Housing Zone, intending to increase housing delivery in a part of the borough with significant infrastructure and accessibility challenges.



Proposed Orchard Wharf.



Current East India Dock Basin.



Site Map.



# Bringing a safeguarded wharf back to life

## OBJECTIVES

- Reactivate a safeguarded and vacant wharf into the first of its kind for London – a last-mile logistics port.
- Deliver 826 new homes for Londoners across six buildings which continue the massing silhouette established by Good Luck Hope.
- Complete the jigsaw and regenerate the remaining piece of land on the peninsula, creating a new gateway to the Lower Lea Valley.



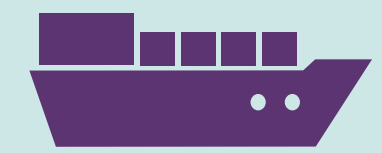
## LOGISTICS



**REINVENTS**  
THE WORKING RIVER,  
A FIRST OF ITS KIND  
LAST-MILE LOGISTICS  
PORT



**REACTIVATES**  
A SAFEGUARDED  
WHARF IN A  
STRATEGIC LOCATION  
FOR LONDON



**PROVIDES**  
NEW MARITIME  
AND INDUSTRY  
EMPLOYMENT ON AN  
UNUSED SITE

## LIVING



**NEW HOMES**  
A NEW MULTI-GENERATIONAL  
NEIGHBOURHOOD



**HEALTH AND WELLBEING**  
RIVER VIEWS AND AMENITY SPACES

## LANDSCAPE



**PUBLIC REALM**  
PUBLIC REALM IMPROVEMENTS  
AND INCREASED BIODIVERSITY  
WITHIN THE SITE



**UNLOCK**  
A THE POTENTIAL OF THE  
EAST INDIA DOCK BASIN

## LANDSCAPE



**COMPLETING THE PENINSULA**  
REGENERATING THE REMAINING  
PIECE OF LAND ON  
THE PENINSULA



**A NEW GATEWAY**  
CREATING A NEW GATEWAY TO  
THE LOWER LEA VALLEY



# Wharf and Residential Hybrid

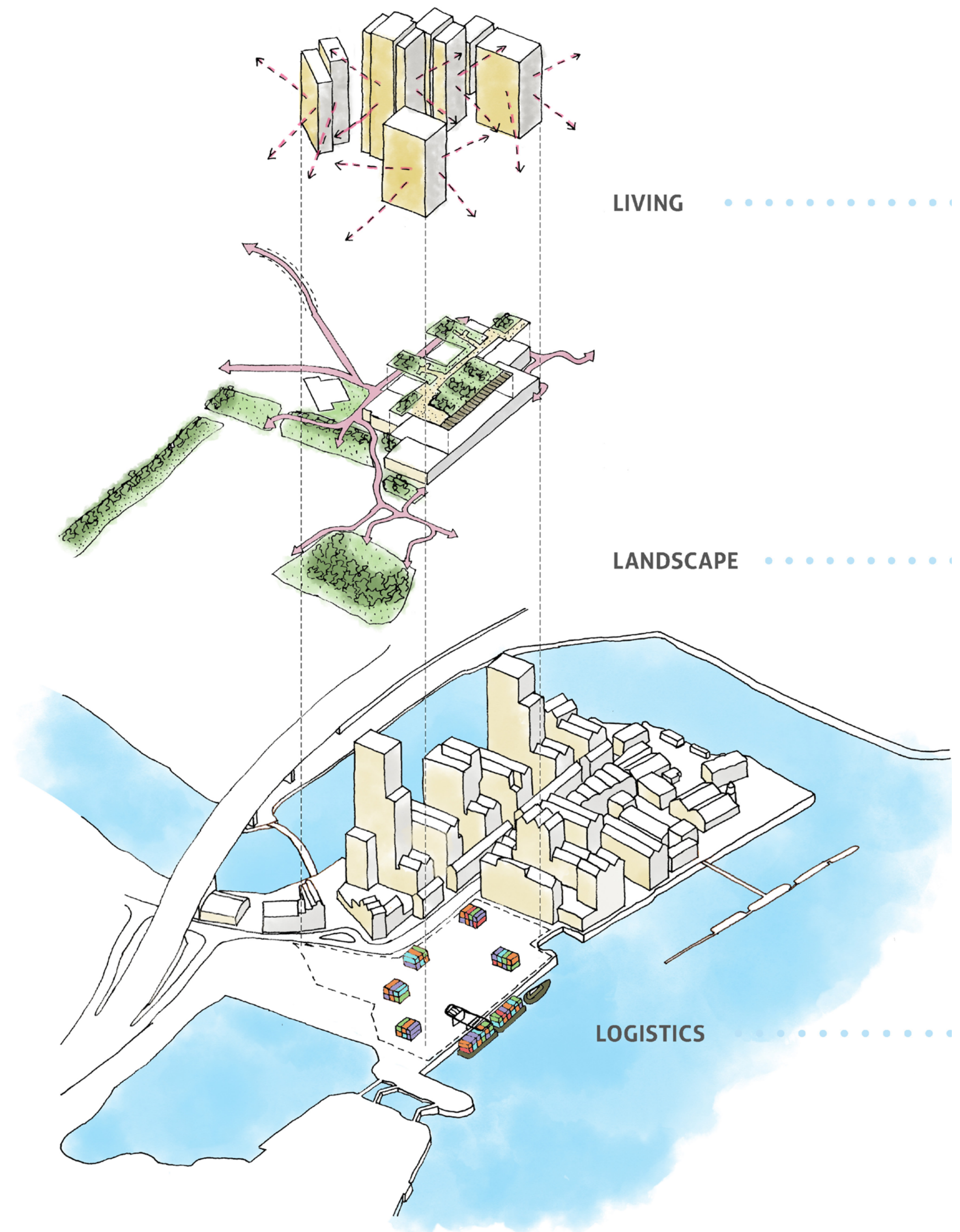
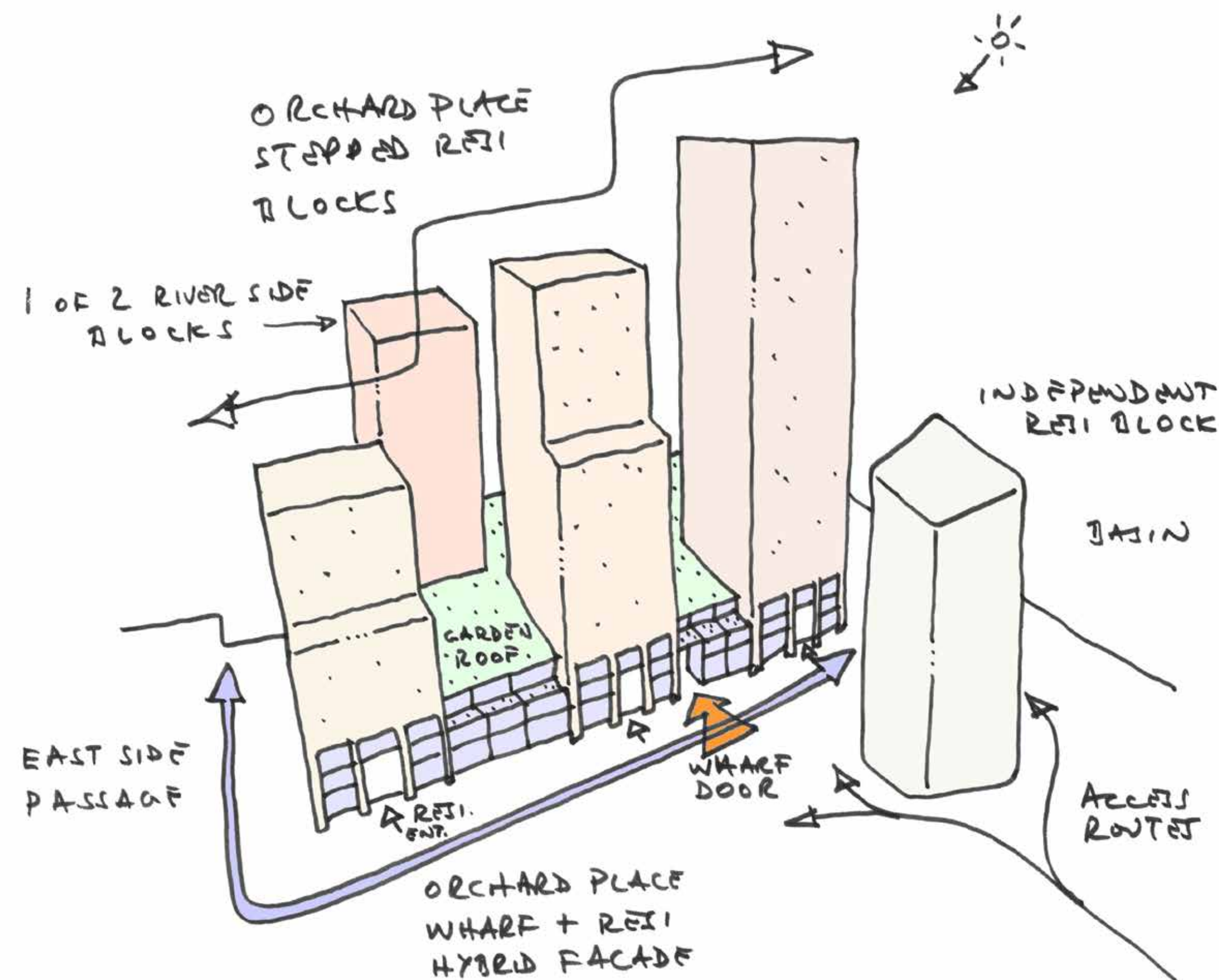
DESIGN IS DRIVEN BY A SET OF HYBRID DESIGN REQUIREMENTS:

## UPPER LEVELS

- Five residential buildings above the podium and one on the edge of the River, delivering 826 homes.

## LOWER LEVELS

- Ground floor plan dominated by the wharf building with residential elements on the perimeter to make the most of River and Basin frontages.
- Separation strategies for logistics and residential/ cycle and boat.
- The podium garden looks out onto the River Thames providing places to breathe, relax and play.







# Scheme Framework



The wharf building is rectilinear and sized to achieve the required throughput.



Cores located on perimeters, to allow a large uninterrupted space.



The masterplan creates new connections to the East India Dock Basin.



6 buildings, 5 of which are located around the wharf building.

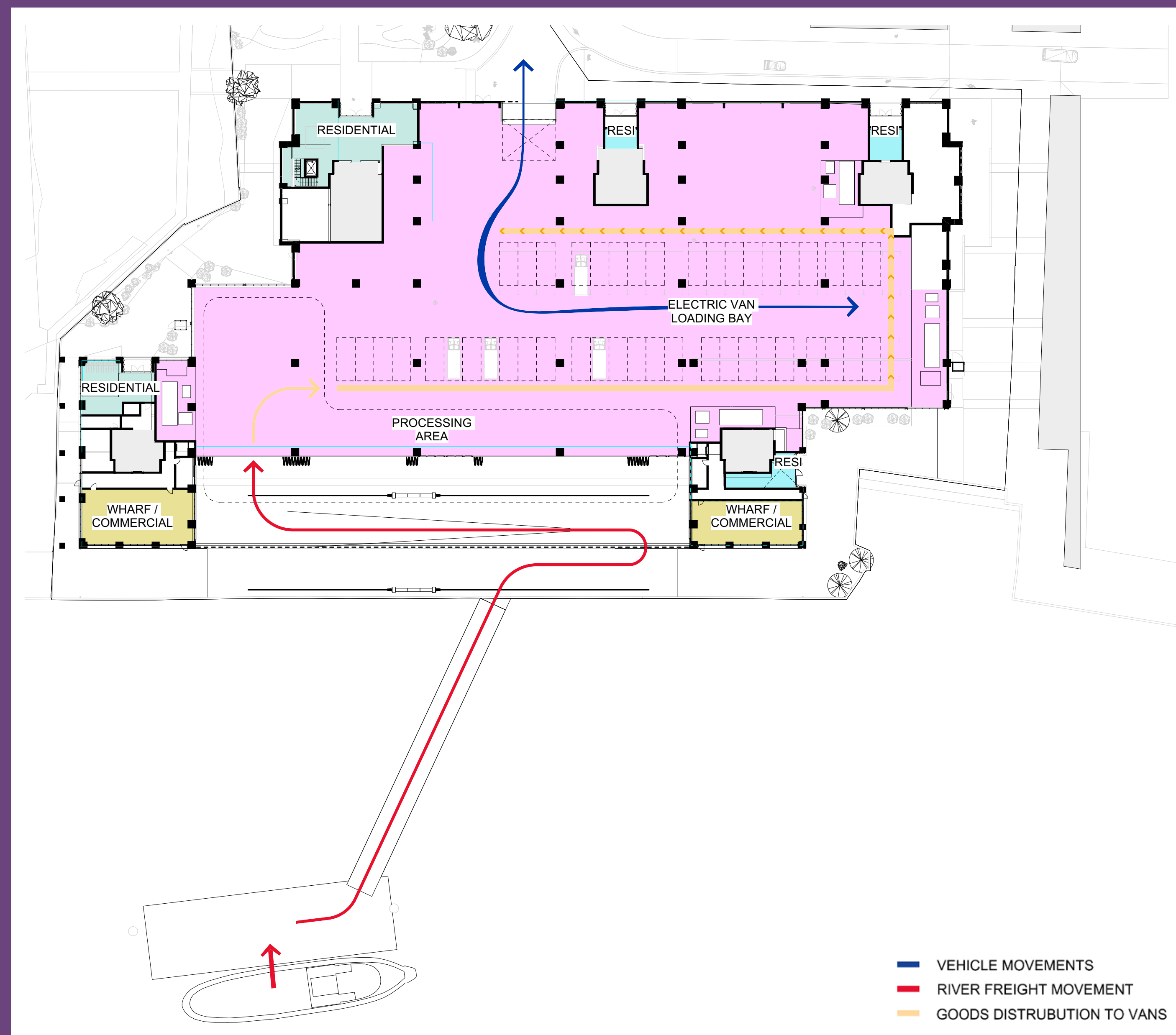


# Wharf Use Flexibility

The Industrial space within the wharf building is designed to be flexible and offer the opportunity for multiple fit out options, including: movement of full loads by water; delivery to local warehouses; delivery hub; and warehouse storage.

## DOCKSIDE

Various possible scenarios have been explored and discussed with the PLA in order to support the Thames Vision 2035 for more trade and employment associated with the river and moving more goods off road and onto river. Each scenario with different capacity:

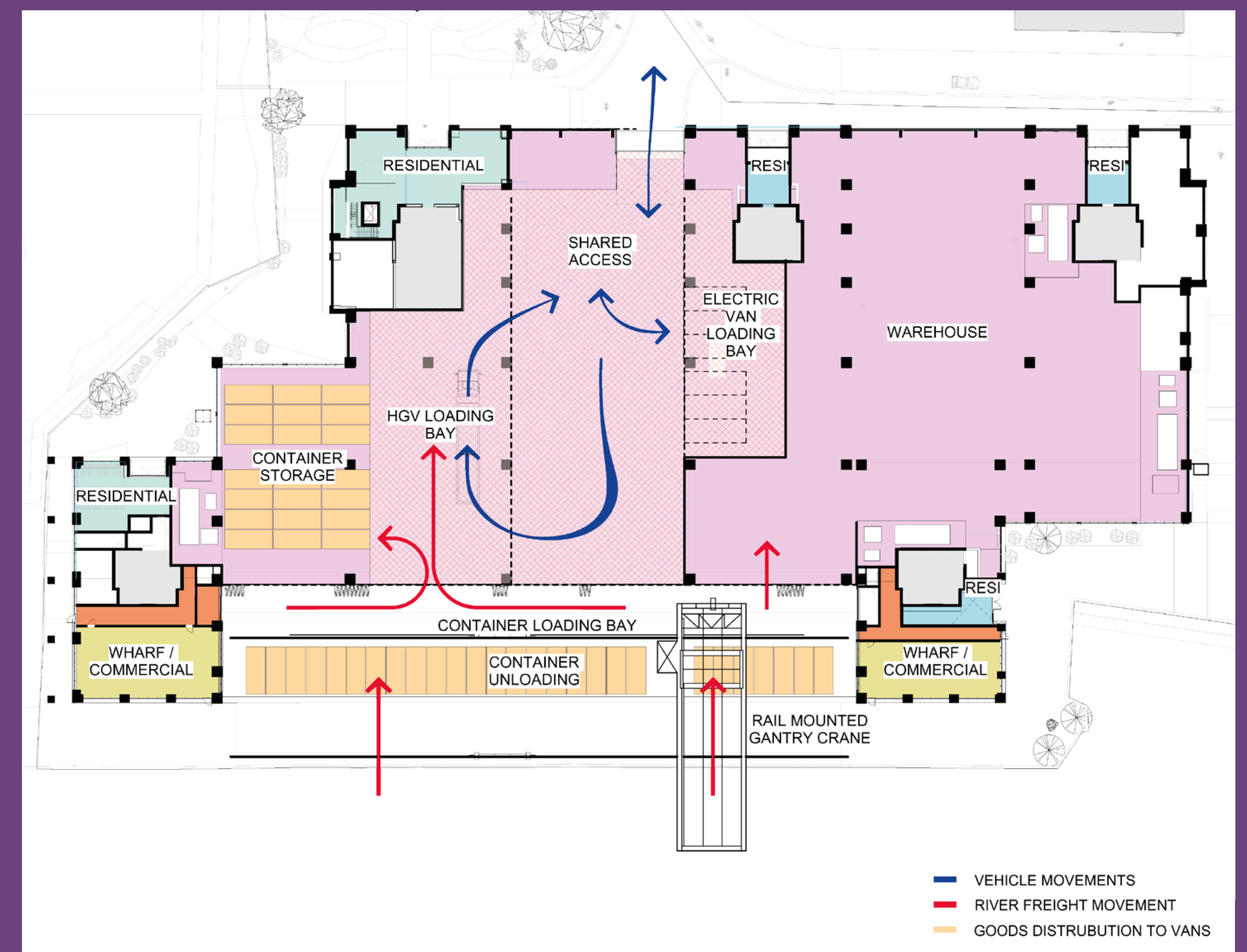


Example internal configuration: Delivery Hub.

## CRANE OPTION

Container handling scenario:

- Barges carry containers upriver to Orchard Wharf.
- Containers are unloaded using a rail mounted gantry crane and dropped into the wharf building.
- It can be possible to unload two-three barges a day, depending on the tide times.
- Containers can be temporarily stored in the warehouse before being transported onwards via road.



Rail mounted gantry crane plan showing a warehouse and local delivery to warehouse configuration.

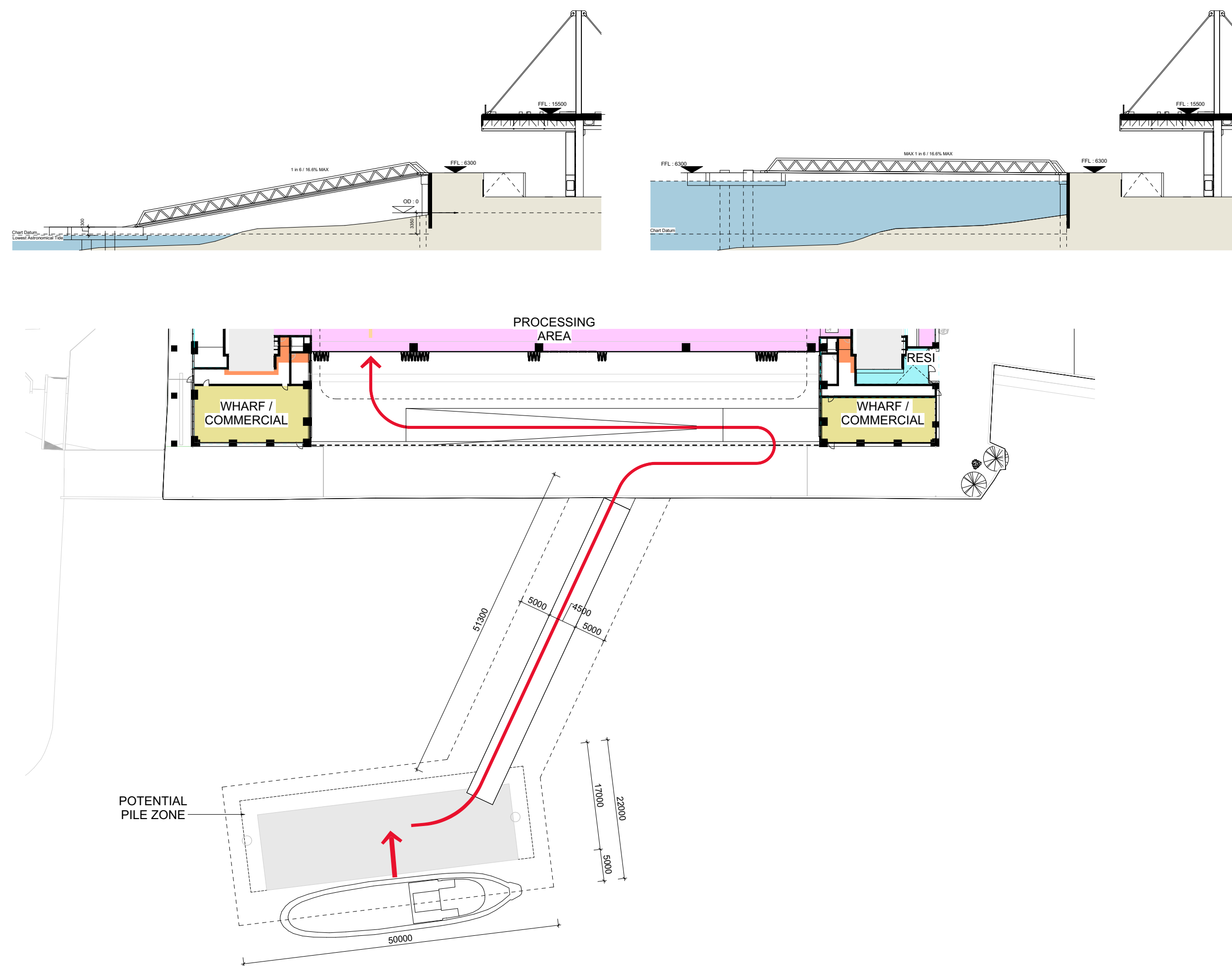




# Wharf Use Flexibility

## PONTOON OPTION

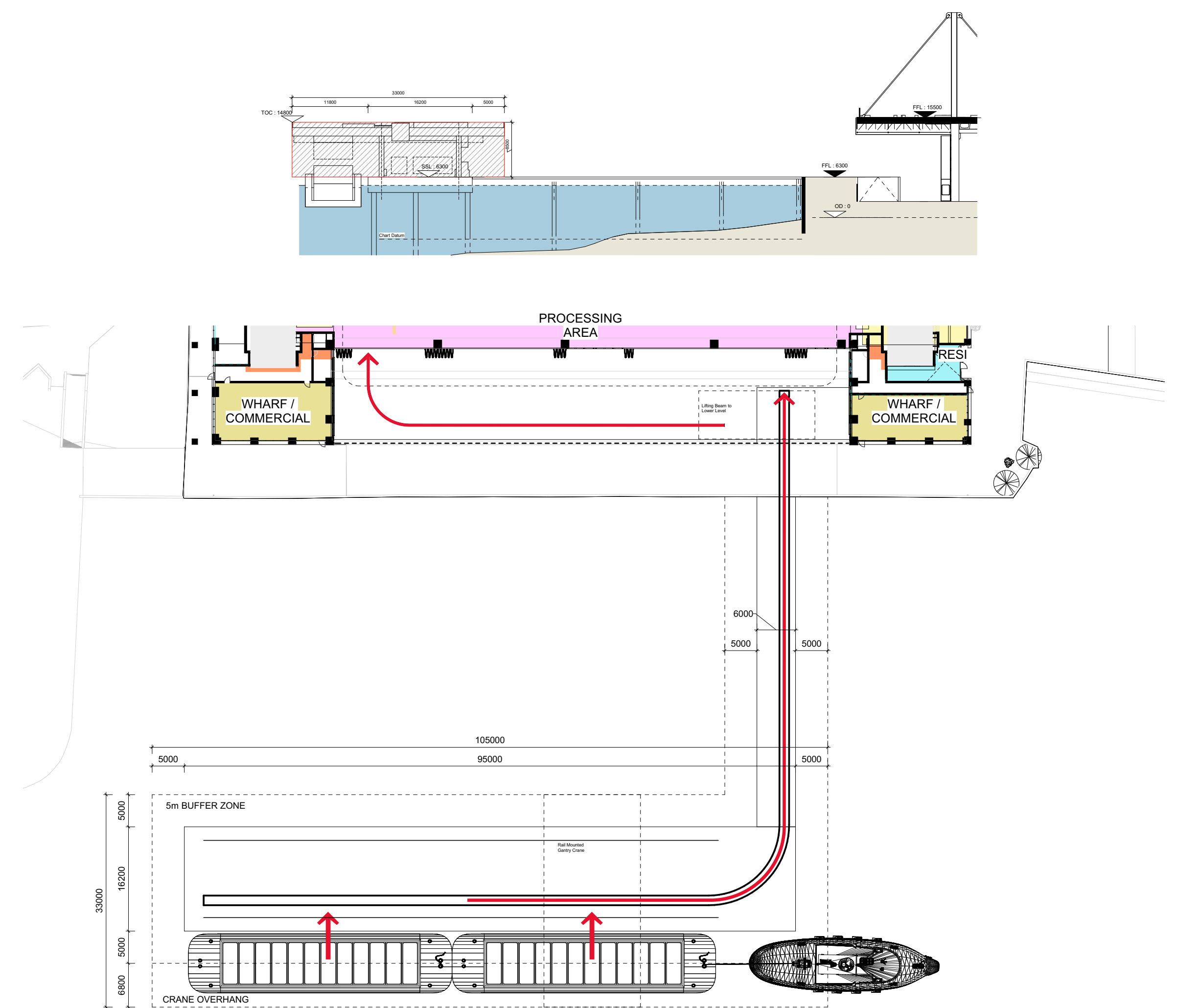
- Last mile logistics scenario.
- Containers broken down into smaller units at Tilbury Docks or London Gateway.
- Goods are brought up the river on faster boats, similar to Thames Clippers, to Orchard Wharf.
- The pontoon allows docking which is not dependant on the tide and is therefore more flexible.
- Goods are unloaded and processed within the wharf for onward road distribution.



Low and high-tide sections, plan of pontoon and loading area.

## JETTY OPTION

- Requested by the PLA to provide 24/7 operation for containerised goods.
- Unloading will be via a rail mounted gantry crane on the jetty and transferred between the wharf building via a winch operated railcar.
- Containers will be unloaded from the railcar and into the wharf via an independent lifting beam.
- The pontoon is sized to allow the unloading of two barges moored end-to-end and to provide lateral stability for the gantry crane.



Plan and section of jetty indicating the gantry crane position in The Thames.



# Case Study: Tilbury

- With Tilbury and London Gateway serving as the closest container handling wharves to central London, a CBRE commissioned study has shown that the site could become the last container handling facility and warehousing location from the east before Central London.
- Transportation of containerised cargo by barge movements further along the river could alleviate a number of truck movements in London and the wider Ultra Low Emission Zone (ULEZ) and could serve a number of warehouse distribution centres around the site.
- Operating capacity of 610,000 tonnes/annum set for the site in the 2018 Safeguarded Wharves Review.



“The Port of Tilbury provides an area for cargoes to be consolidated before being transported up river to the appropriate wharf. It is envisaged that several of the safeguarded wharves could be utilised as ‘spoke’ wharves. Potentially, there could be a system whereby cargoes are loaded at Tilbury then transported up river to a spoke wharf in the ‘East’ or ‘West.’”

2018 SAFEGUARDED WHARVES REVIEW

## Keeping the economy moving

IN MARCH OUR QUAY WORKERS MANAGED

**2,700T** of medical supplies

**4.8m** nappies

**3.8m** bottles of soap

**NHS**  
STAYING SAFE & PROTECTED

**50,000 tonnes** of animal feed IN STOCK supporting Scotland and the South East's key livestock, pig and poultry producers

**27,000 tonnes** of fertiliser supporting the growth of key agricultural products

Provided safe berths and anchorages for

**9 CRUISE VESSELS** in the Forth and Thames

**23%** INCREASE IN THROUGHPUT AT TILBURY CHILL STORE (POULTRY & FISH)

**NHS**  
Plywood from Tilbury and Grangemouth was used to build the **NHS Nightingale Hospitals** in London and Birmingham and **NHS Louisa Jordan Hospital**, Glasgow

TILBURY / GRANGEMOUTH / LEITH / ROSYTH / DUNDEE / FIFE PORTS [forthports.co.uk](http://forthports.co.uk)

**40,000 tonnes** OF FOOD FOR SUPERMARKET SHELVES

INCLUDING OVER **8,500T** OF FRUIT AND VEGETABLES

**2.5m** PACKS OF PASTA

**2m** PACKS OF RICE

**4.75m** TINS OF FOOD

AND ENOUGH FRUIT JUICE TO FILL **5.6m** CARTONS

**74,000 TONNES OF WHEAT** enough to make **148m** LOAVES OF BREAD FOR OUR SUPERMARKETS

**6,200 tonnes** OF TISSUE & PAPER to make toilet rolls, pharmaceutical and food packaging

QUALITY CONTROL APPROVED

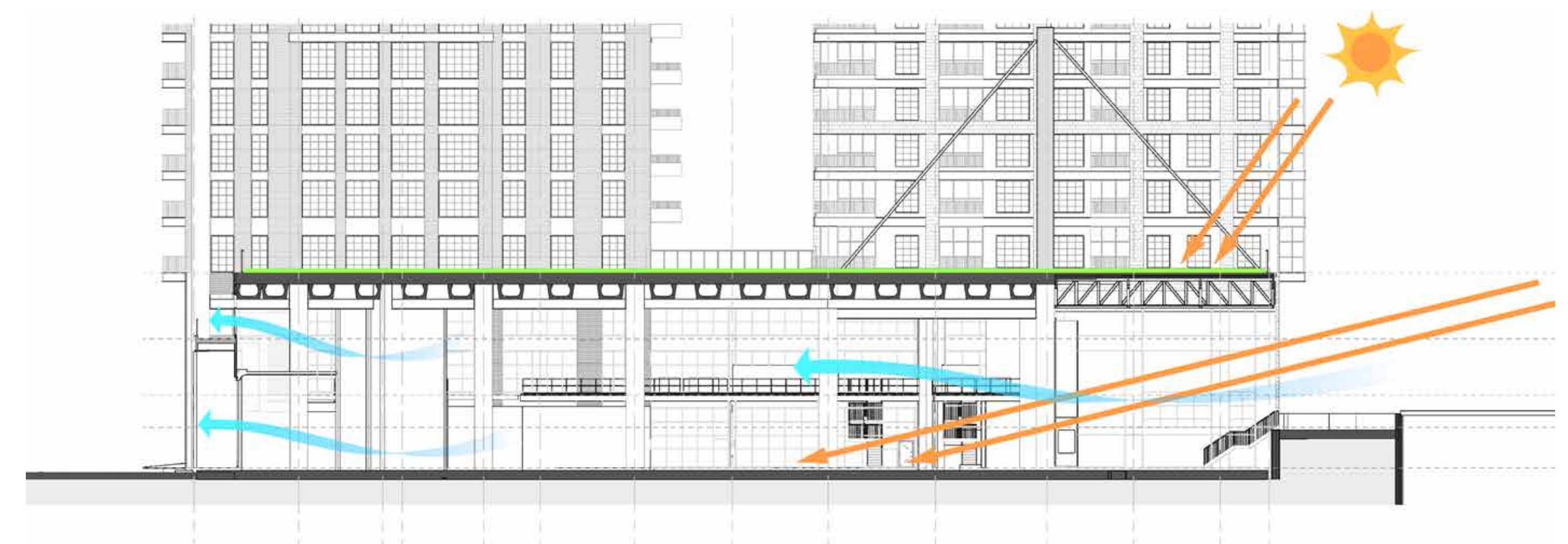




# Sustainability

## THE SCHEME WILL ADHERE TO THE FOLLOWING ENVIRONMENTAL PRINCIPLES AND STRATEGIES AS THE PROJECT PROGRESSES:

- The hybrid design is inherently sustainable for the neighbourhood and city by creating both new river linked employment and providing new homes;
- The bio diverse green roof garden above the Wharf building provides a variety of resident amenities;
- The wharf building is passively sustainable avoiding heating and cooling with natural ventilation and thermal mass to moderate temperatures;
- Provision of public open spaces and urban realm accessible to all residents and visitors;
- A network of private gardens and play spaces for all residents to enjoy;
- Enabling a new connection through to the East India Dock Basin and facilitating its ecological upgrade and enhancement;
- Embedding biodiversity net gain as an approach to development that leaves the biodiversity of the site in a better state than before. The London Wildlife Trust is consulting on the scheme to achieve a mosaic of habitat creation;
- Achieving extensive urban greening to the benefit of air quality and cooling;
- Car free residential development;
- Targeting the adoption of electric technologies associated with the proposed wharf box –electric vessels & vehicles and other associated infrastructure;
- Using modern construction technology in developing design solutions that will be used to reduce construction time and promote sustainable development, as well as offering cost efficiencies e.g. unitised façade systems;
- A façade design that reduces overall energy requirements whilst having beneficial impacts in terms of natural ventilation, noise, air quality, overheating and daylighting; and
- The schemes Energy Strategy has been designed to meet the current and emerging policies and this has led to the use of an air source heat pump system linked to an Ambient Temperature Water Loop (ATWL) System which will significantly reduce the Carbon Off Set payment and improve the on-site energy performance.







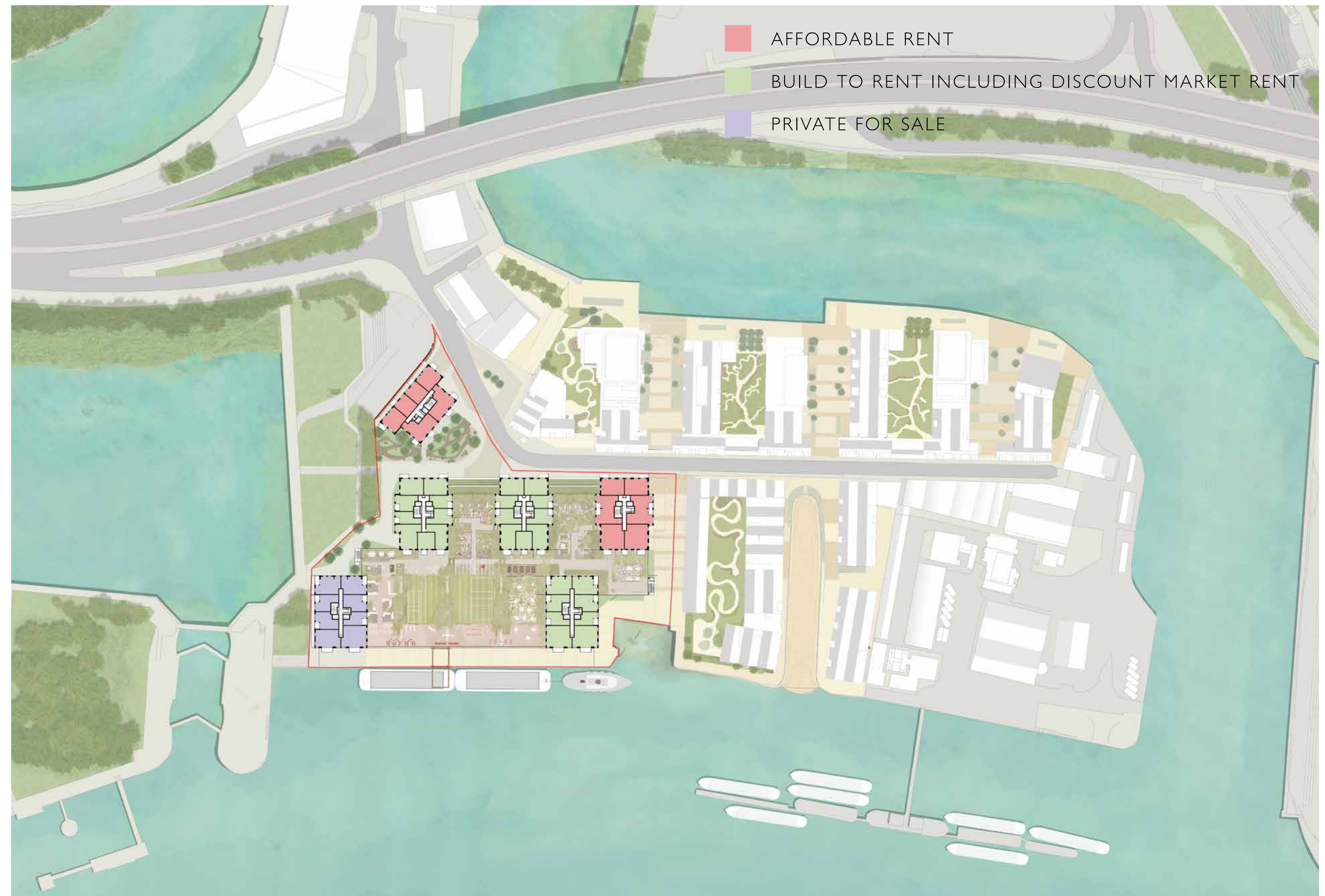
# Homes

## SPECTACULAR RIVER VIEWS AND PODIUM ACCESS FOR ALL

- Six buildings, providing new purpose-built and managed rental properties, including Discount Market Rent and Affordable Rent alongside private for sale properties.
- A proposal which delivers full equality in terms of residential tenures, with affordable rent, build to rent and private for sale all enjoying dual aspect views of the River and access to the podium gardens.

## AFFORDABLE HOUSING PROVISION

- 35% delivered, spread more evenly across the site.
- % delivered on a habitable room basis on a 70:30 split.
- Buildings C & E to be delivered through a Housing Association.
- Affordable rent prioritises larger family sized units (47% 3-bed plus – an increase of 7%).
- Discount Market Rent as part of the Build to Rent component of the scheme (blocks B,D & F).



Masterplan showing tenure.

**0%**

SINGLE ASPECT  
NORTH FACING

**73%**

DUAL ASPECT

**>80%**

APARTMENTS WITH  
VIEWS OF WATER

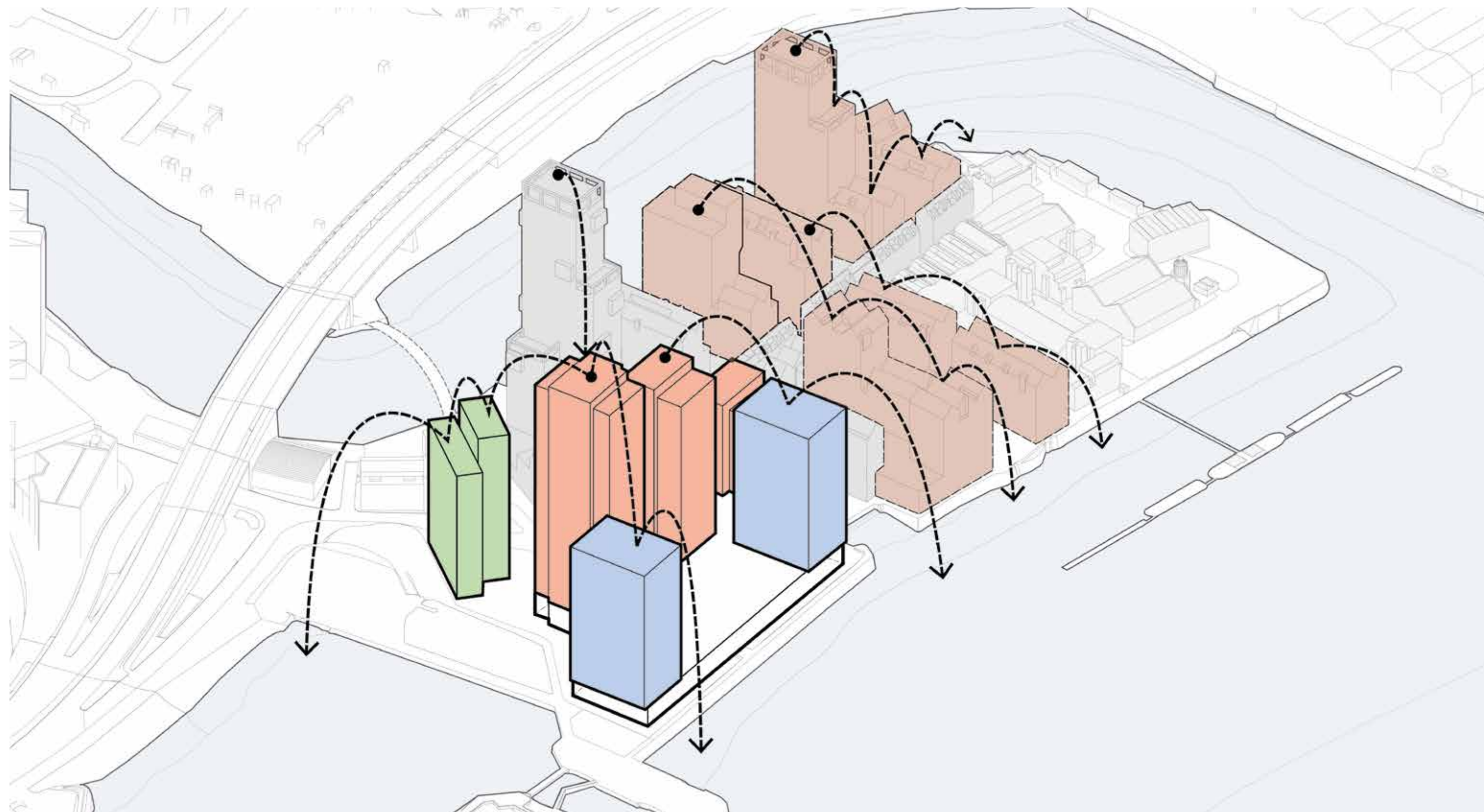
**0.5 ha**

PODIUM GARDEN





# Massing



Building heights step down towards the East India Basin and River Thames similar to Goodluck Hope.



Orchard Wharf collectively forms a distinctive cluster, increasing in height from the edges to central landmark with views and separation between.

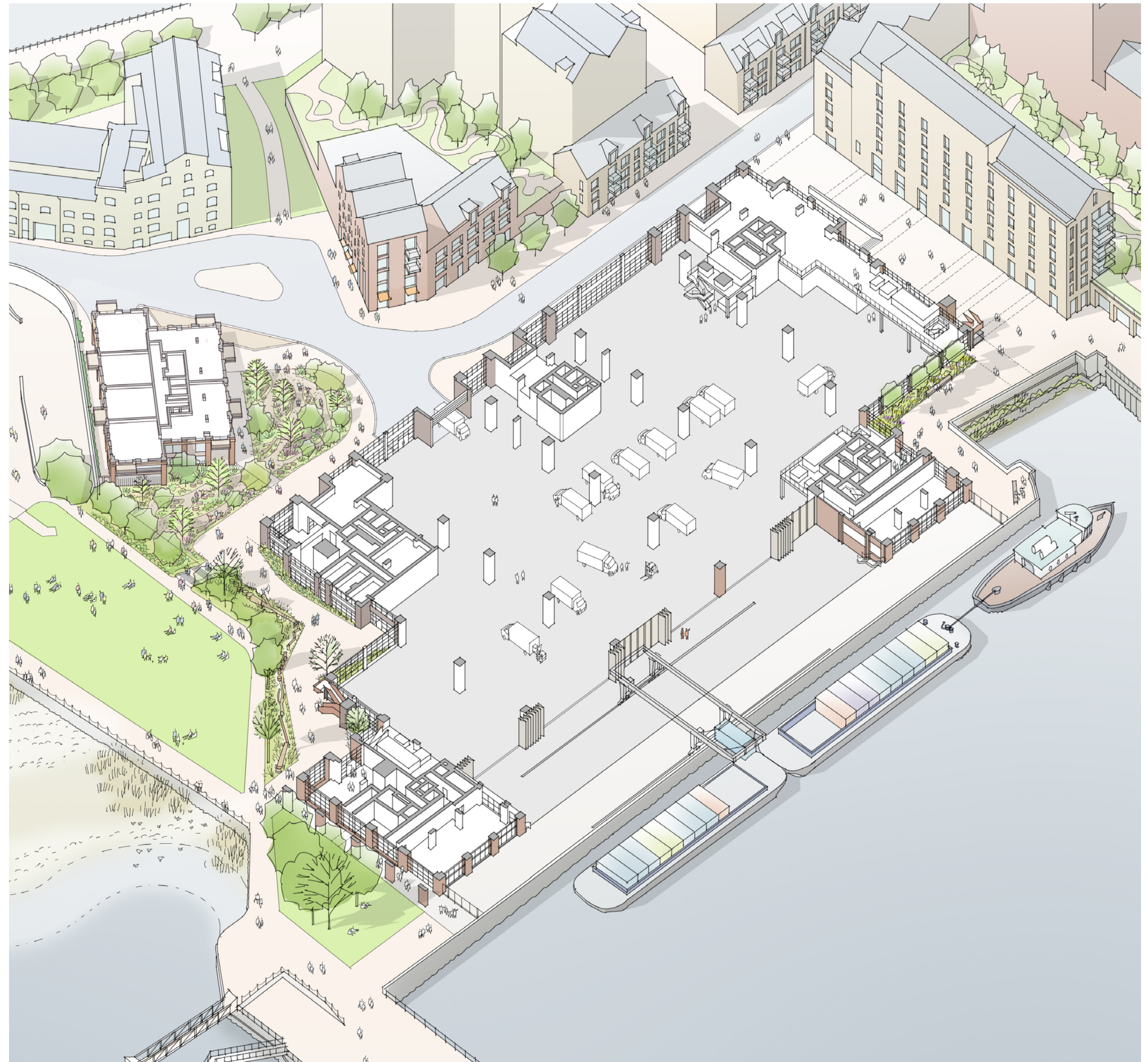




# Basin and Public Realm

## LANDSCAPE

- The public realm and landscaping at ground level takes up 31.6% of the total site area.
- The podium garden area takes up 38.4% of the total site area.
- The total public realm, landscaping and resident's podium garden cover a combined 70% of the site area.
- Deliver a softer landscape, linking seamlessly with the East India Dock Basin.
- Integrate with Brewers Yard and the pocket park to the north.







# Basin and Public Realm

## A PODIUM GARDEN

- 0.5 hectares of biodiverse habitat and amenity gardens with spectacular views across the Thames.
- Accessed by all residents through feature entrances.



## BASIN PLACE

- A pocket park linking a Limmo Park, East India Dock Basin and Brewer's Yard creating a green corridor through the site.

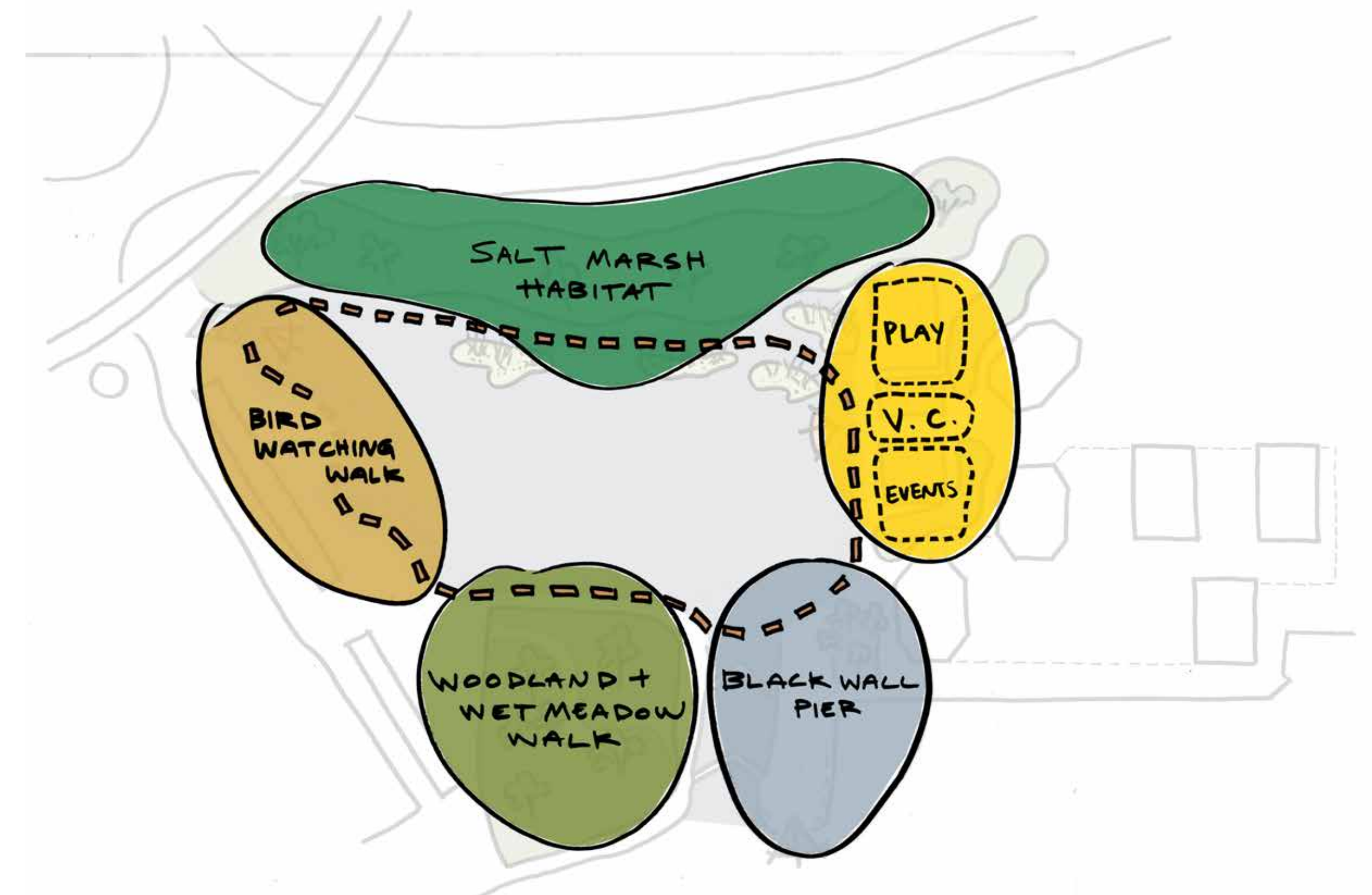
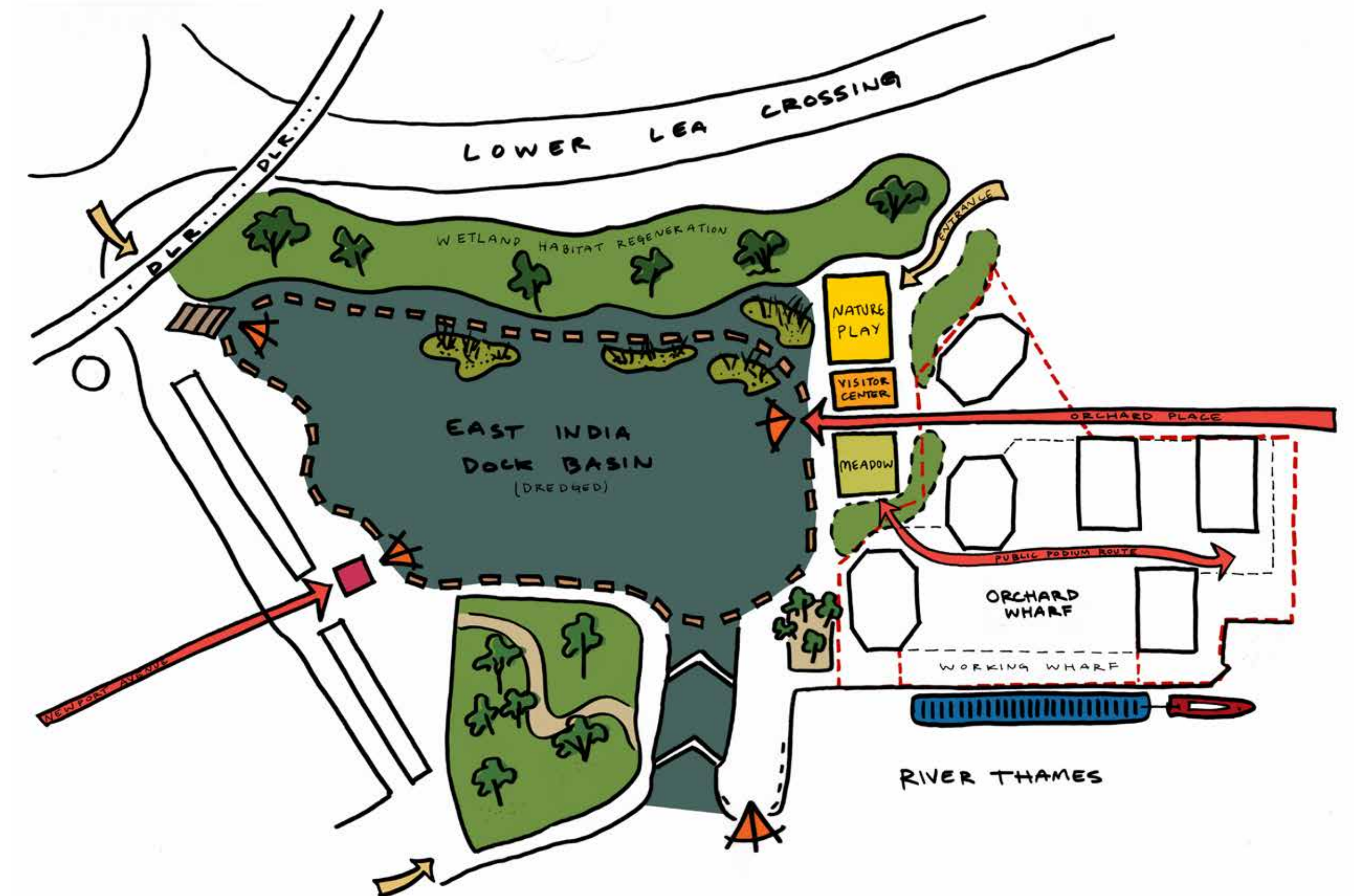




# Basin and Public Realm

## NEW CONNECTIVITY TO THE HISTORIC EAST INDIA DOCK BASIN

- Ongoing dialogue with LVPRA on the opportunity to substantially improve the biodiversity and condition of the East India Dock Basin – producing a concept masterplan which seeks to rejuvenate and reactivate a closed off and inaccessible East India Basin.







# Visuals







# Visuals







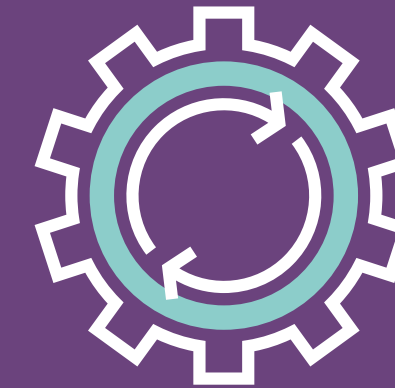
# Benefits



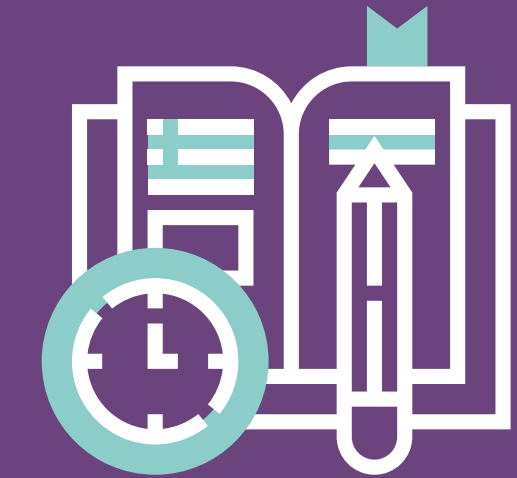
DELIVER 826 NEW HOMES FOR LONDONERS ACROSS SIX BUILDINGS WHICH CONTINUE THE MASSING SILHOUETTE ESTABLISHED BY GOOD LUCK HOPE.



BREATHE LIFE INTO A FORGOTTEN SITE IN EAST LONDON.



RESTORE LEAMOUTH PENINSULA'S INDUSTRIAL HERITAGE.



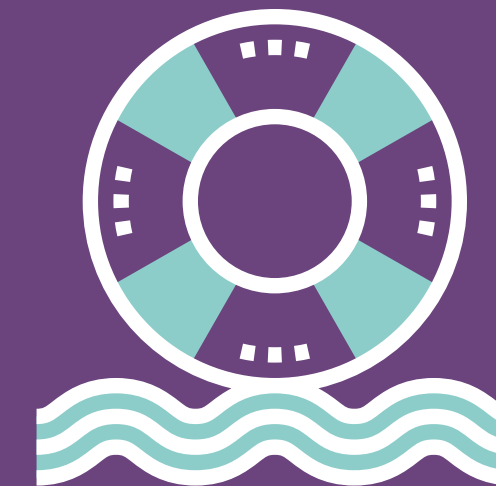
BRING BACK THE HISTORIC CONNECTION FROM TRINITY BUOY WHARF TO THE EAST INDIA DOCK BASIN THAT WAS LOST WHEN THE SITE WAS BOARDED OFF.



REJUVENATE AND OPEN-UP A SITE WHICH HAS BEEN CLOSED OFF AND INACCESSIBLE SINCE 1993.



REACTIVATE A SAFEGUARDED AND VACANT WHARF INTO THE FIRST OF ITS KIND FOR LONDON – A LAST-MILE LOGISTICS PORT.



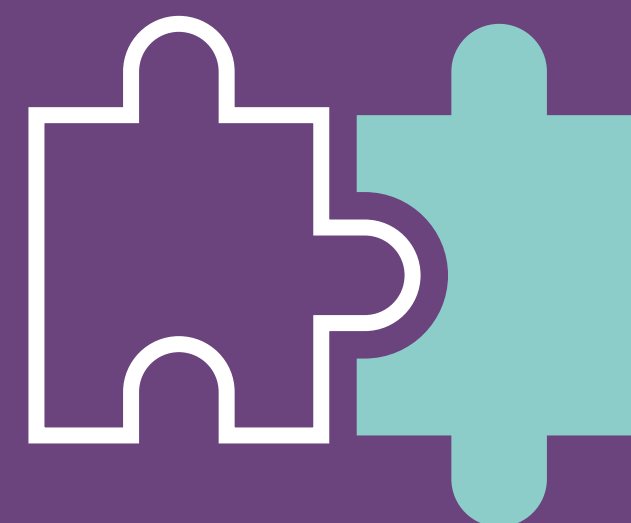
IMPROVE AIR QUALITY BY REDUCING ROAD MOVEMENTS BY TRANSPORTING GOODS ALONG THE RIVER THAMES.



REACTIVATE AN EDGE TO THE BASIN AND MINIMISING OUR IMPACT ON IT.



HELP MEET LONDON'S HOUSING NEED WITH HIGH QUALITY HOMES FOR RENT AND FOR SALE DESIGNED TO PROVIDE FOR A VARIETY OF AGES, INCOMES AND LIFESTYLES.



COMPLETE THE JIGSAW AND REGENERATE THE REMAINING PIECE OF LAND ON THE PENINSULA, CREATING A NEW GATEWAY TO THE LOWER LEA VALLEY.



CREATE A NEW NEIGHBOURHOOD, WITH INDUSTRY AND RESIDENTIAL LIVING SIDE BY SIDE ALONG WITH ENHANCED PUBLIC SPACES AND IMPROVED ACCESS TO THE EAST INDIA DOCK BASIN.





# Thank you

