



London Housing: What Next?

Opportunities for developments at Transport Hubs

03 May 2018

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- Data Analysis
- Rail Decking “Red Box”
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Data Analysis



Overbuild Background

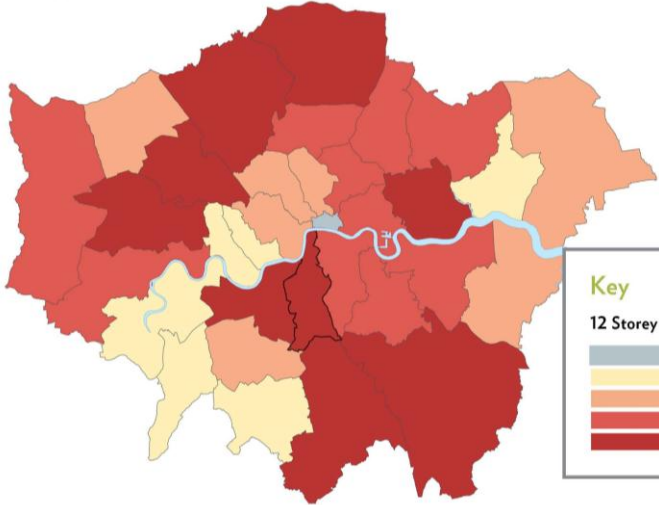


BUILDING OUR
WAY OUT OF
A CRISIS -

CAN WE CAPITALISE ON
LONDON'S PUBLIC ASSETS
TO PROVIDE HOMES
FOR THE FUTURE?

NOVEMBER 2014

#BRAINSTOPICK



PEOPLES' WILLINGNESS TO LIVE ABOVE
DIFFERENT TYPES OF PUBLIC BUILDING



63%

A library



59%

Other flats



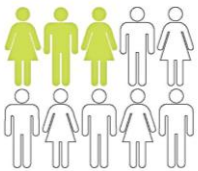
44%

Government
administration buildings



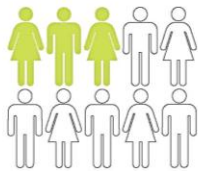
31%

A legal court



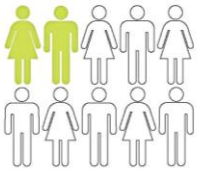
23%

A hospital



23%

A school



19%

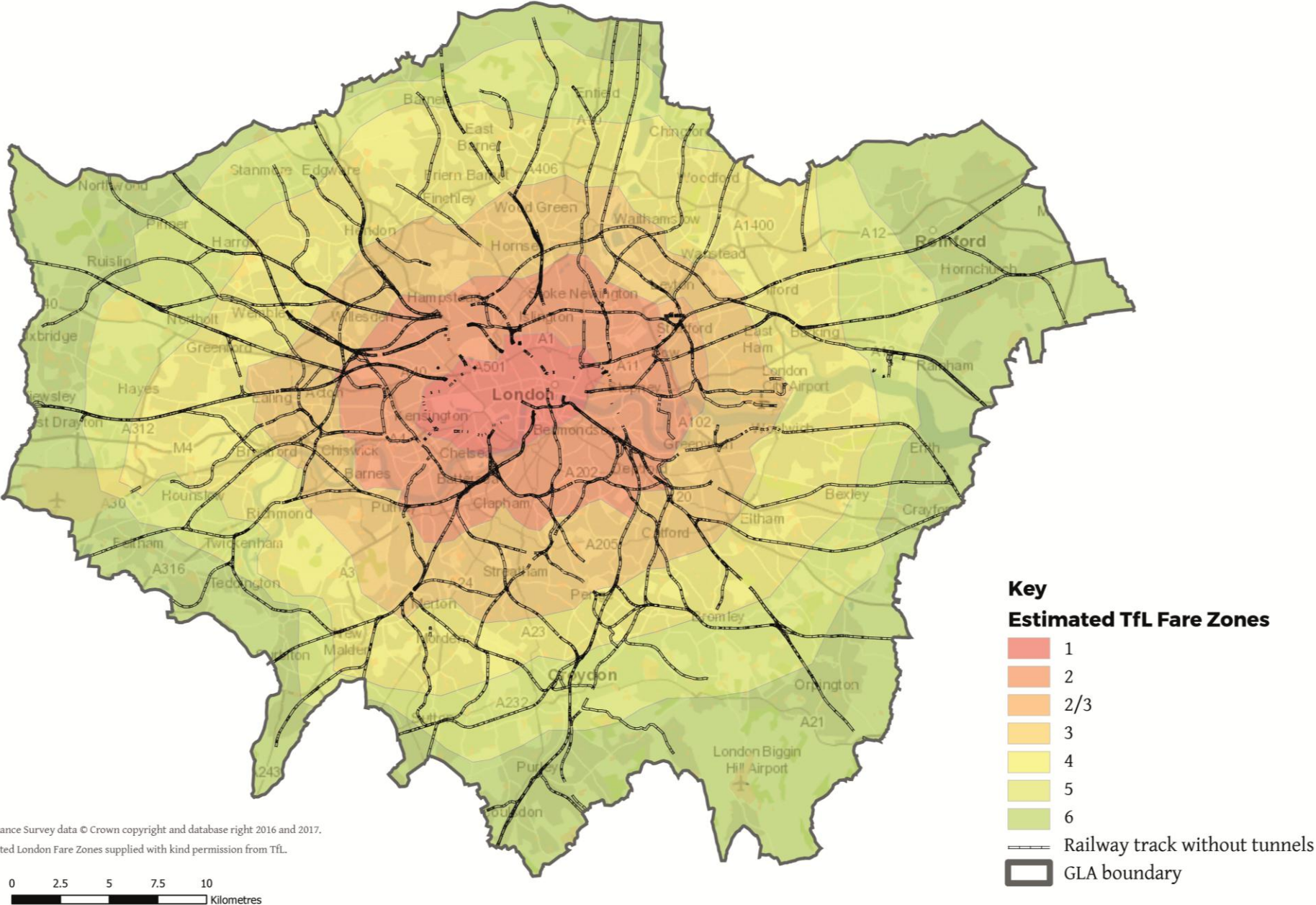
A fire station



8%

A prison

*Lines with
rail
overbuild
potential*



WS 20



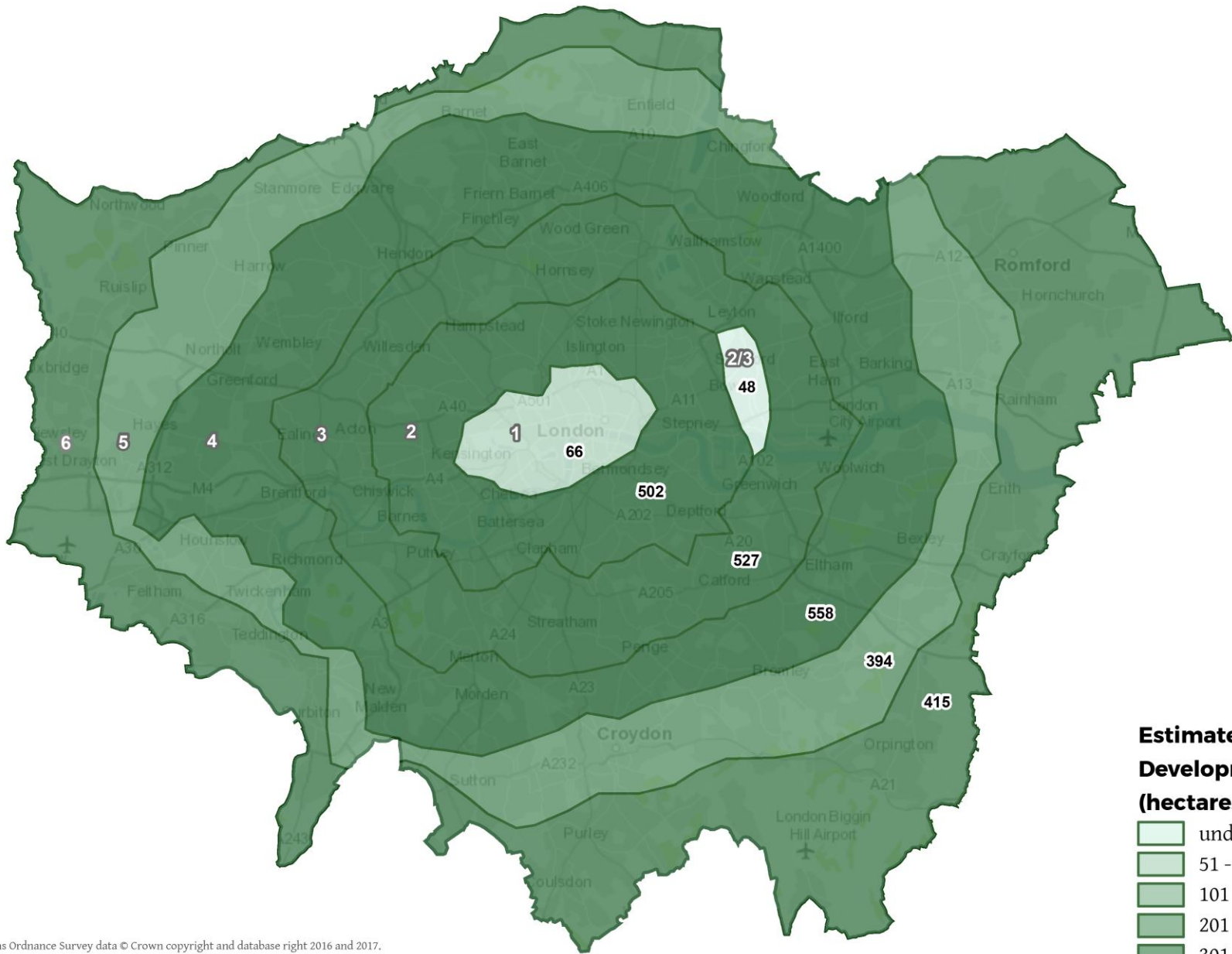
*Estimated
rail land by
Borough
for 12-
storey
overbuild*

Borough	Hectares
Brent	161
Ealing	154
Croydon	142
Bromley	127
Lewisham	115
Barnet	110
Newham	105
Wandsworth	93
Havering	86
Hillingdon	84
Enfield	82

Borough	Hectares
Merton	74
Camden	74
Lambeth	71
Haringey	67
Harrow	66
Hounslow	66
Southwark	66
Hammersmith and Fulham	63
Richmond upon Thames	62
Waltham Forest	62
Barking and Dagenham	61

Borough	Hectares
Bexley	58
Tower Hamlets	56
Greenwich	48
Kingston upon Thames	46
Sutton	45
Islington	37
Redbridge	36
Hackney	32
Westminster	21
Kensington and Chelsea	21
City of London	2

Estimated
rail land by
TfL Fare
Zone
for 12-
storey
overbuild



Estimated TfL Fare Zones
Development potential
(hectares)

- under 50 ha
- 51 - 100
- 101 - 200
- 201 - 300
- 301 - 400
- 401 - 500
- above 500 (558 max)

Contains Ordnance Survey data © Crown copyright and database right 2016 and 2017.
Estimated London Fare Zones supplied with kind permission from TfL.



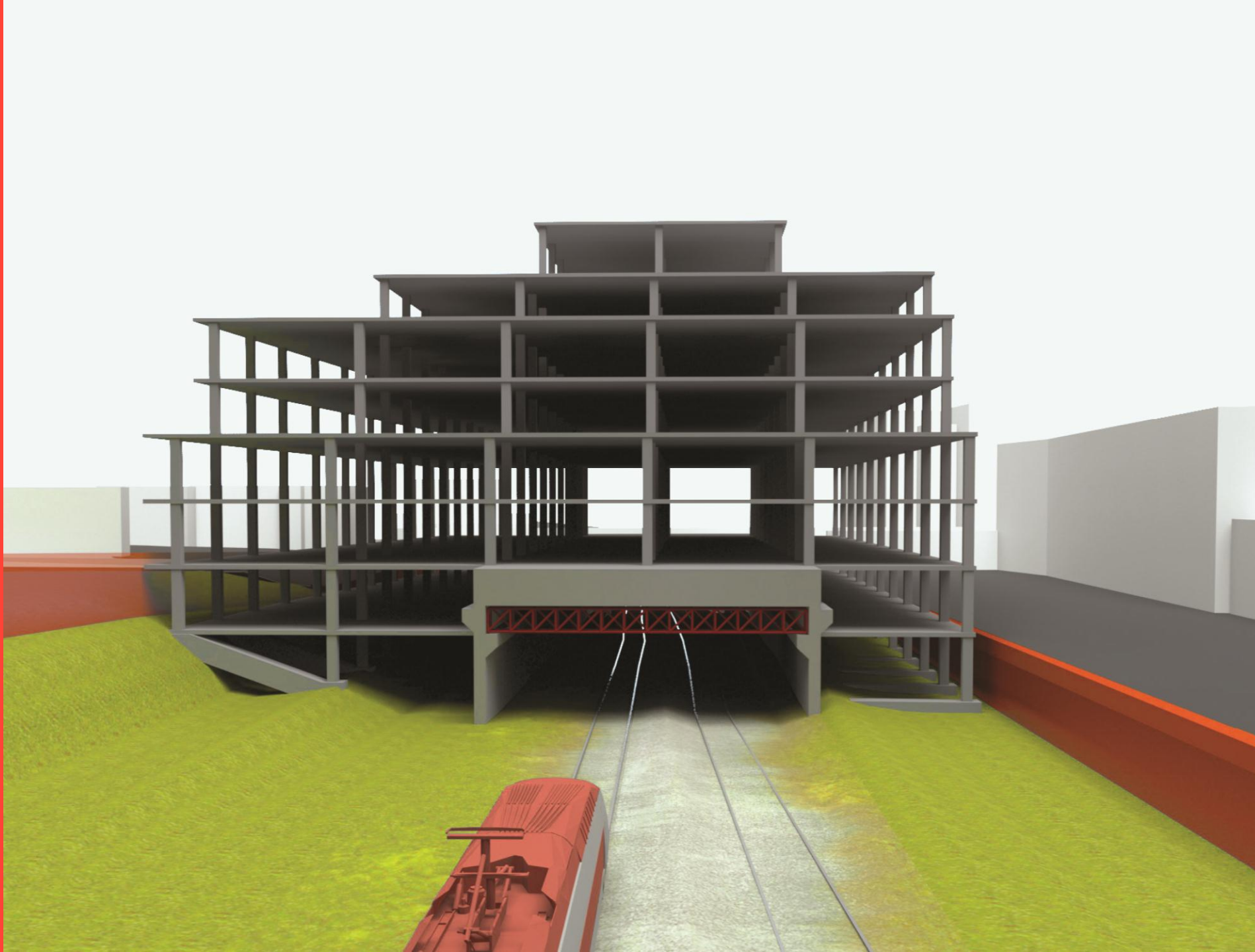
How rail
overbuild
might be
implemented
near a major
rail terminal in
Central
London



**How rail
overbuild
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near a major
rail terminal in
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London**



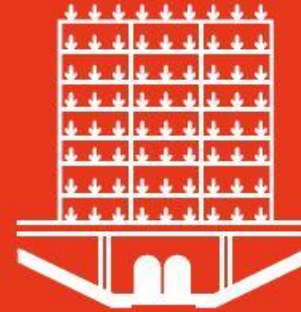
Rail Decking “Red Box”



Building the rail box



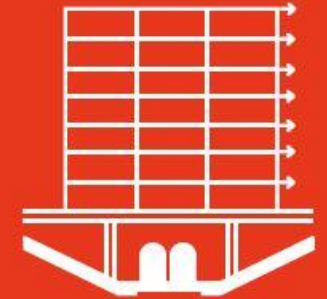
Dead



Live



Wind



Notional
horizontal



Noise



Vibration



Disproportionate
collapse



Impact



Fire



Thermal

The study considered the effects of a wide variety of impacts.

5 benefits of rail overbuild

1. No new land is required
2. New pedestrian-friendly environments
3. Financial incentives for rail asset owners
4. Value uplift to surrounding areas
5. Densification opportunities

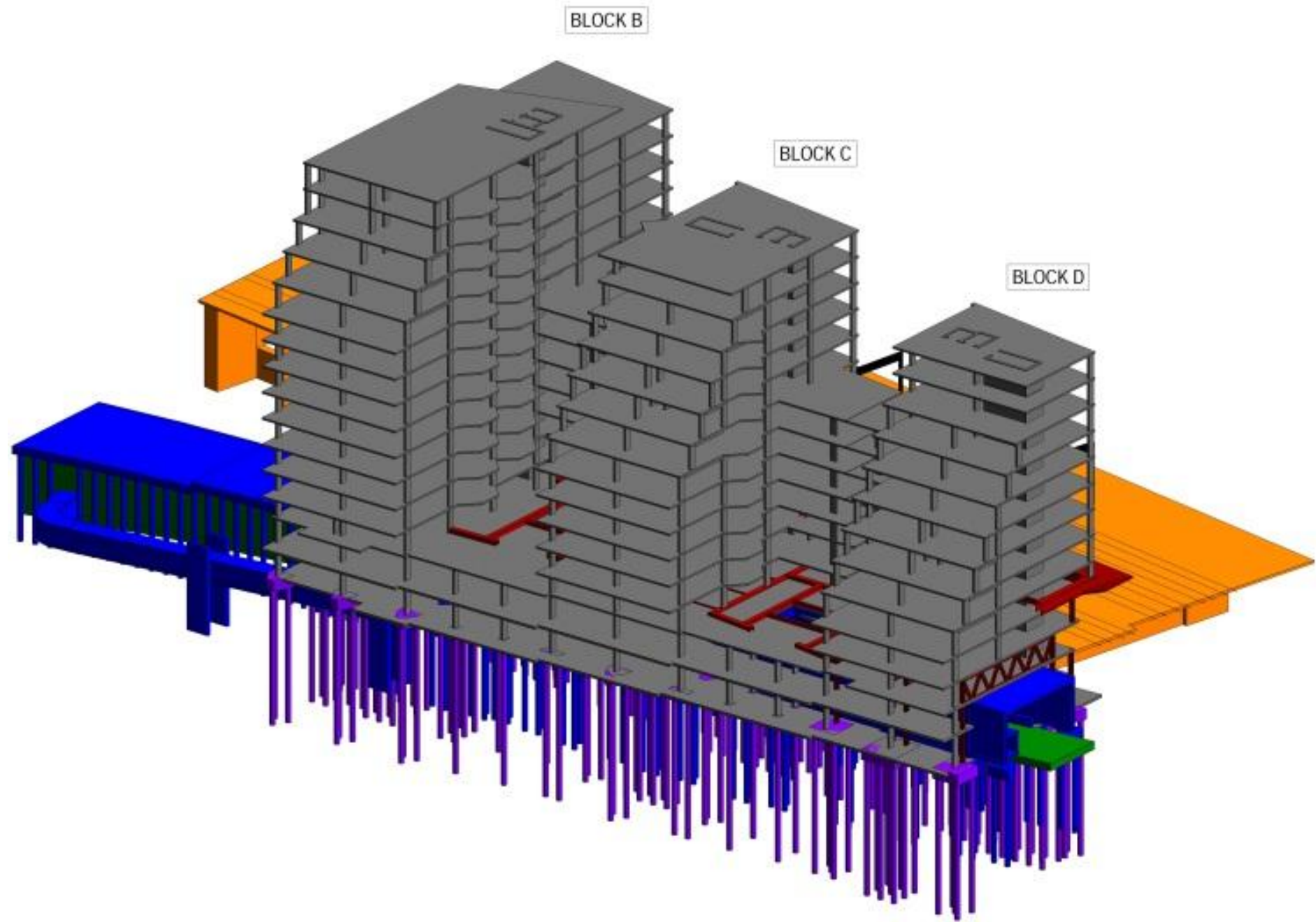
Case Studies

- Royal Mint Gardens, London
- Twickenham Station, London
- Clapham Junction Station, London
- Principal Place, London
- Stamford Bridge, London
- Hudsons Yard, New York

Royal Mint Gardens



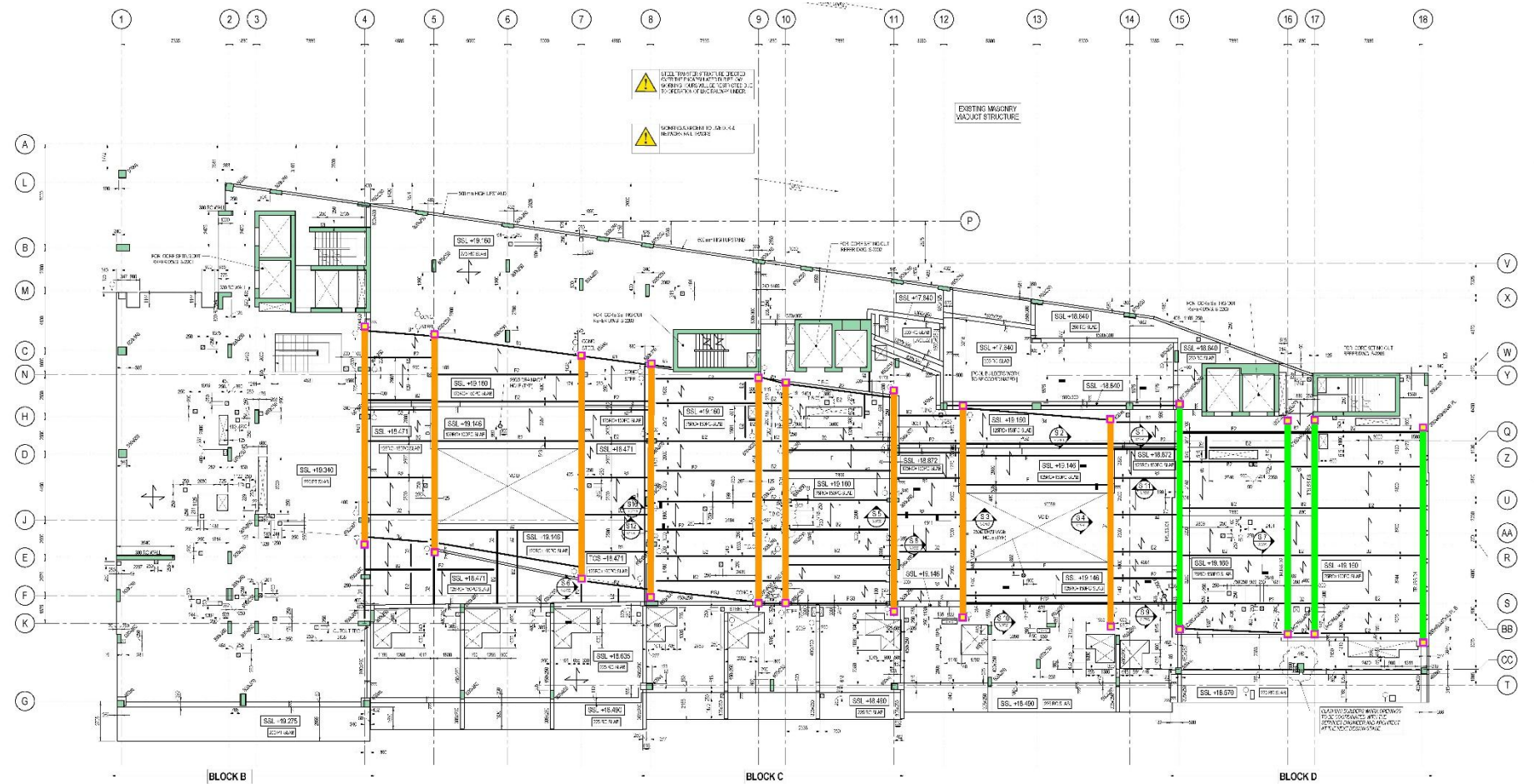
Royal Mint Gardens



WSN



WS | D



Royal Mint Gardens



Royal Mint Gardens



Royal Mint Gardens



Twickenham Station



Twickenham Station

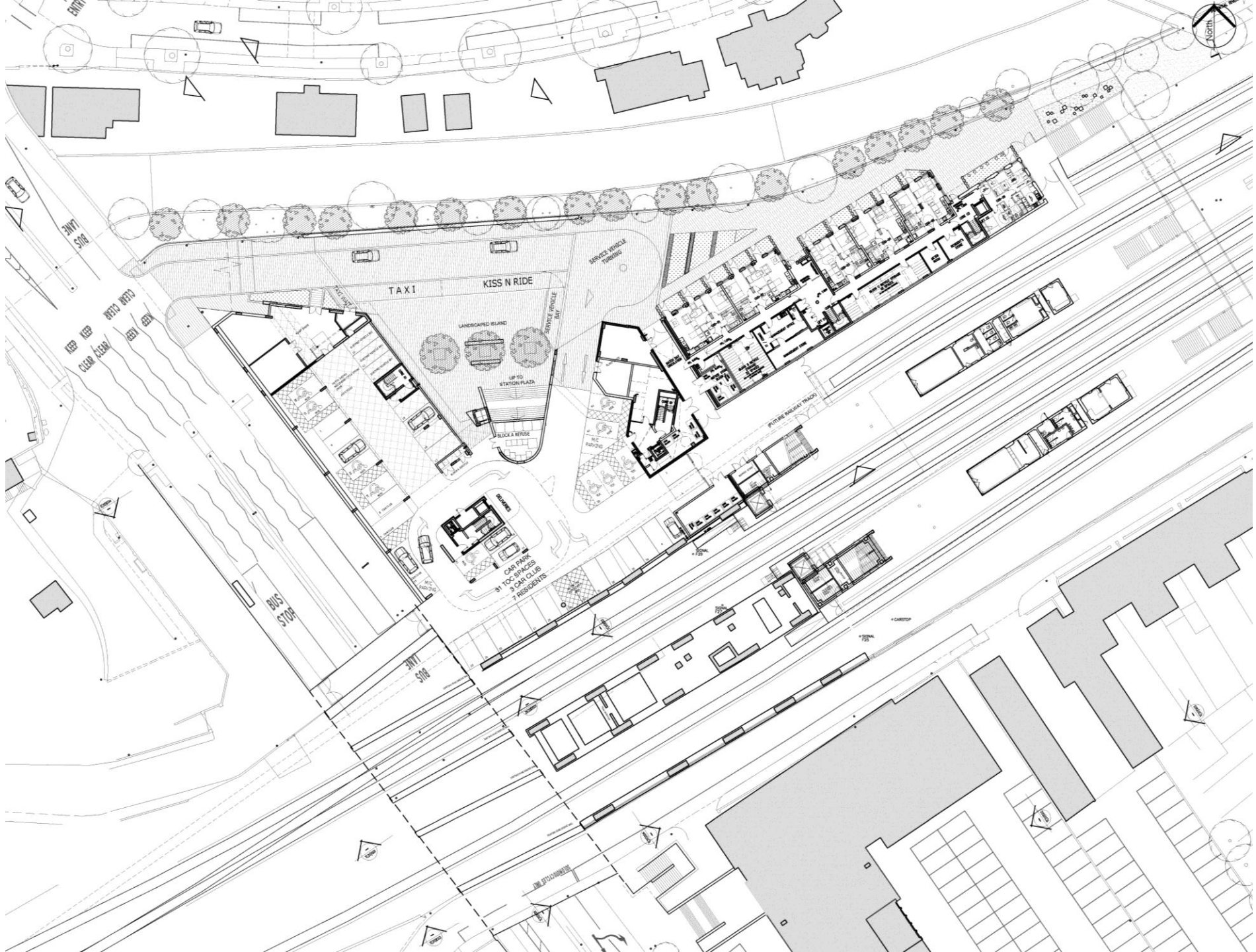


Residential

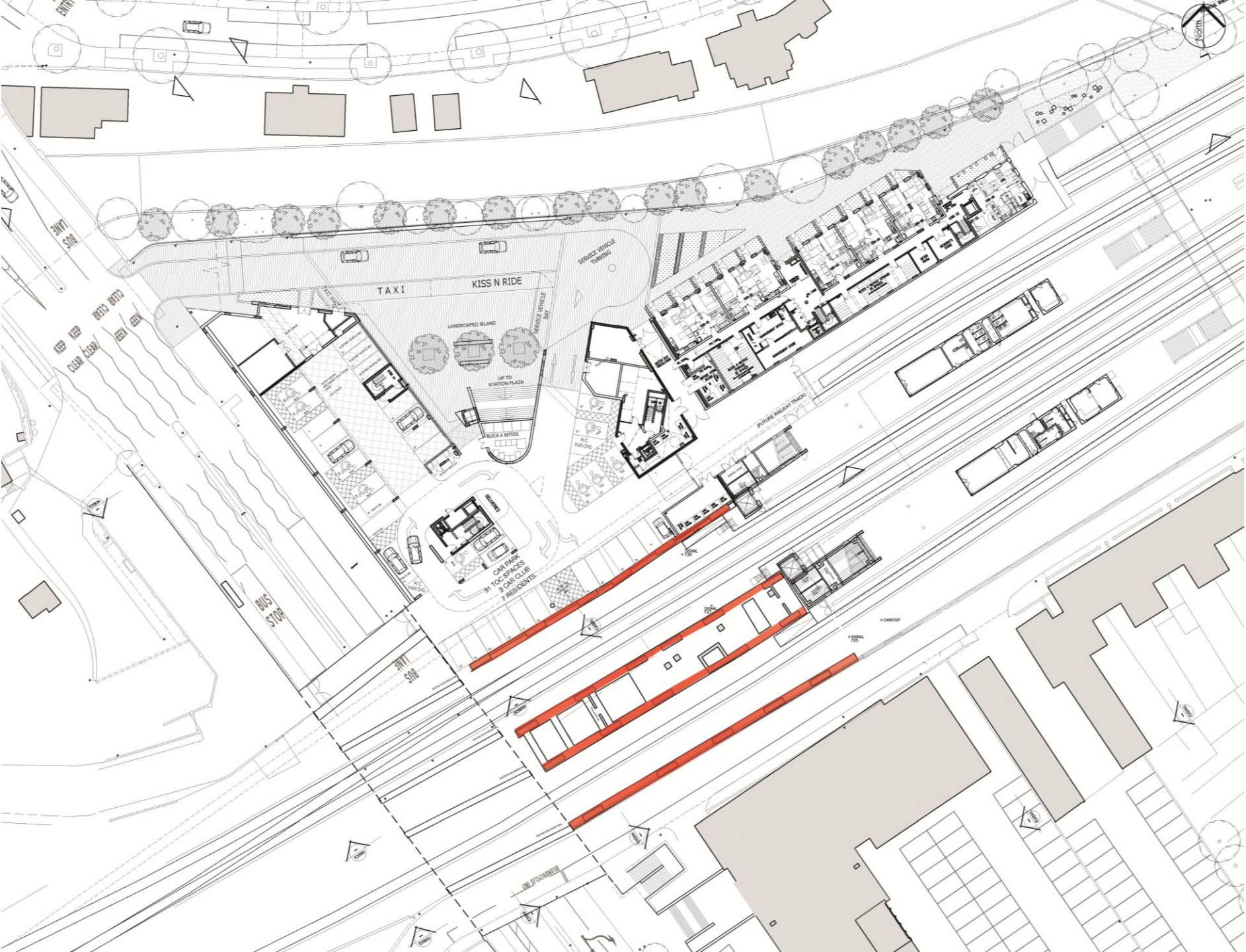


Station without residential above

Twickenham Station



Twickenham Station



Twickenham Station



Twickenham Station



Clapham Junction



Principal Place



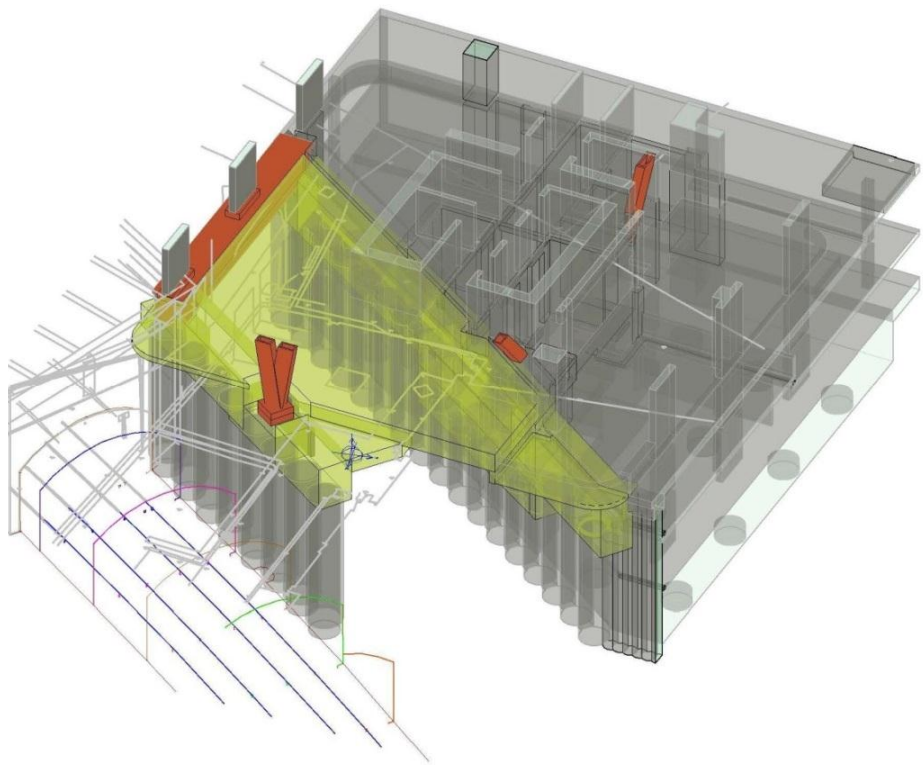
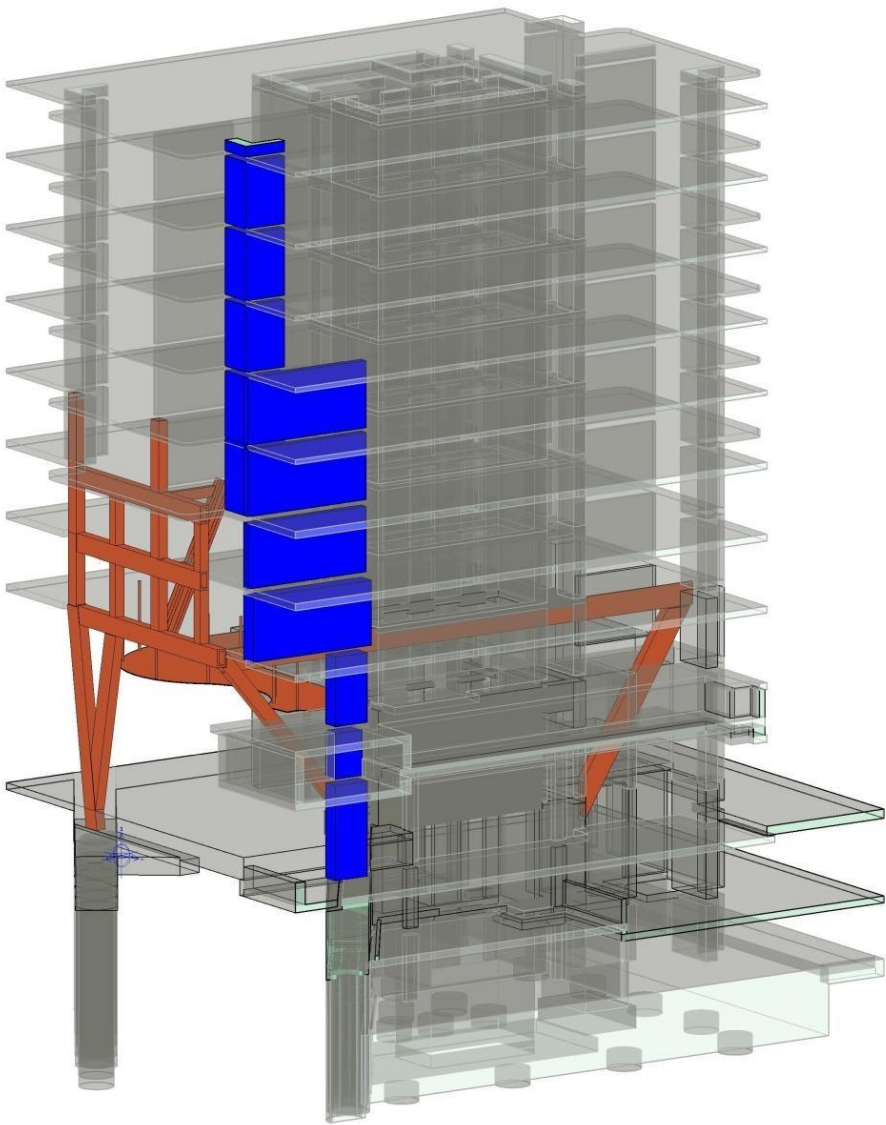
Principal Place



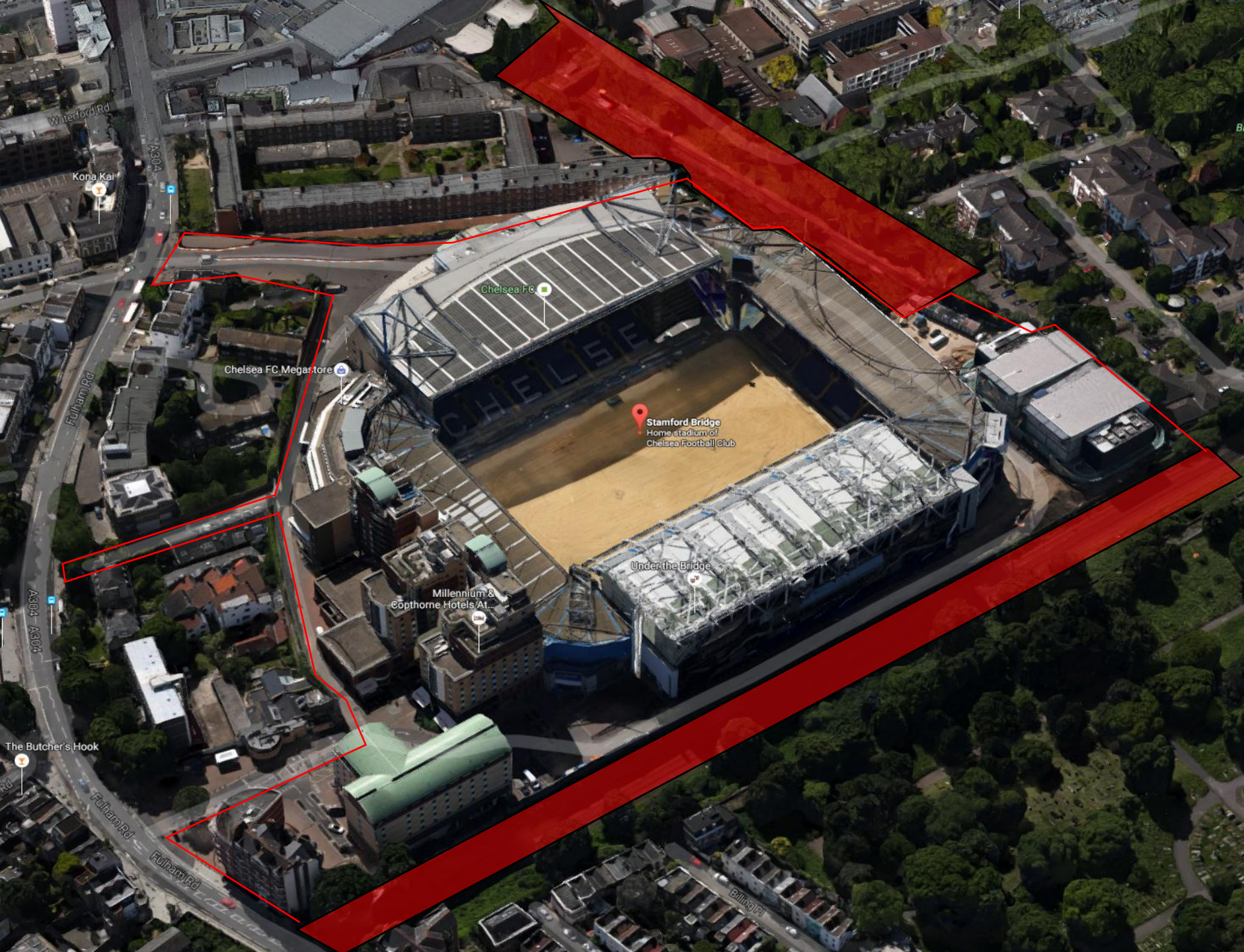
Principal Place



Principal Place



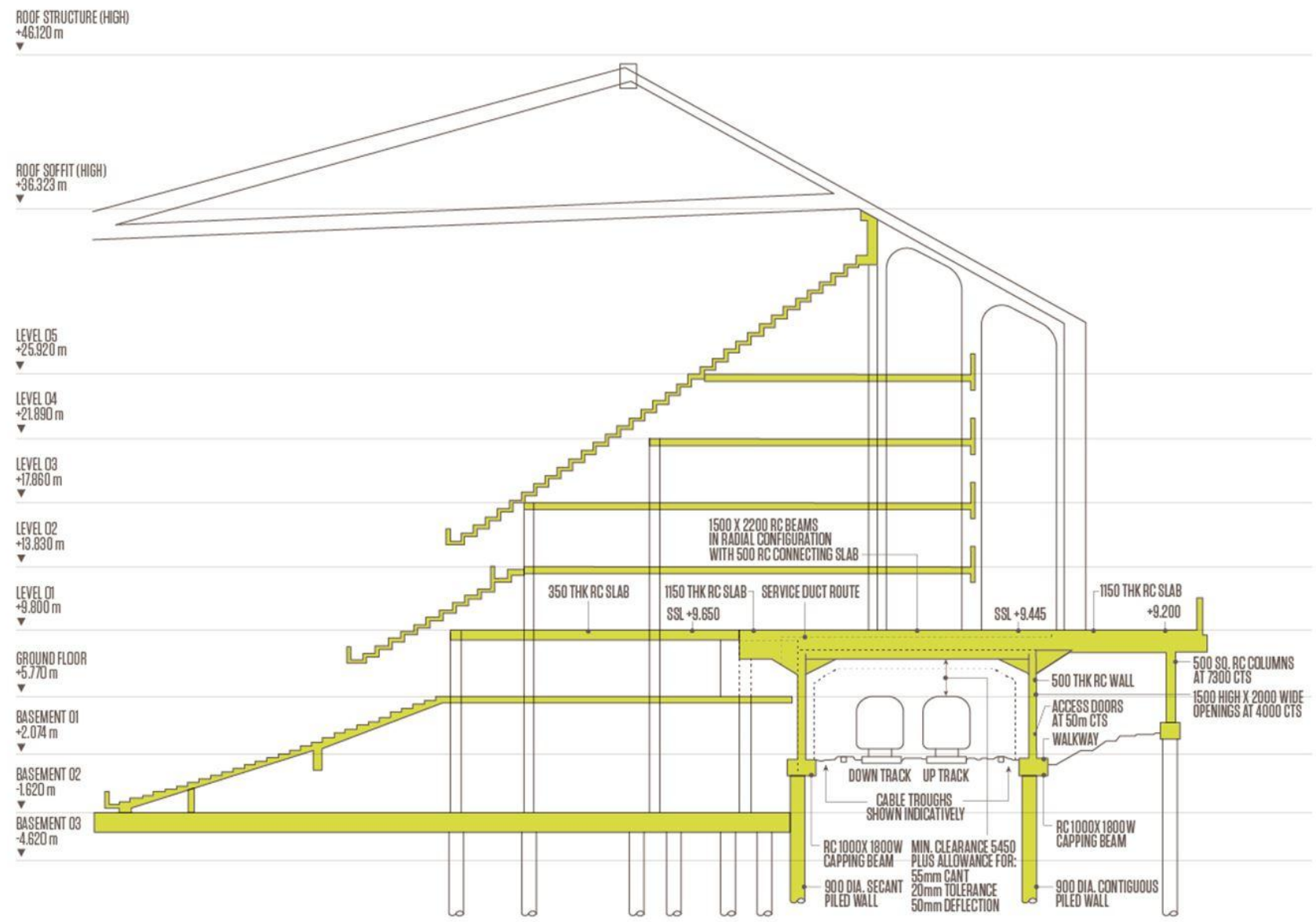
Stamford Bridge



Stamford Bridge



Stamford Bridge



Hudsons Yard



Hudsons Yard



Hudsons Yard



Hudsons Yard

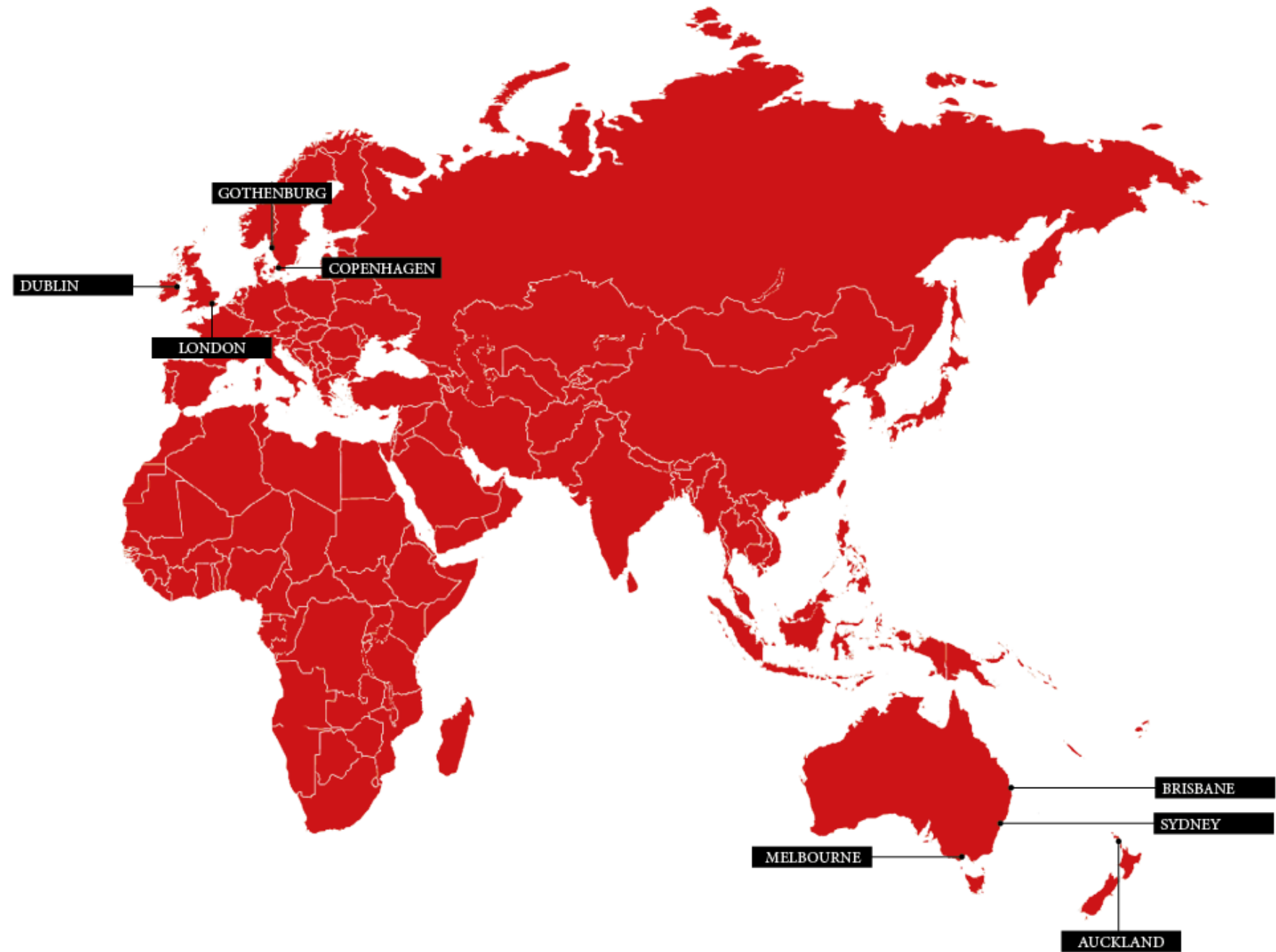
wsp



Next Steps



Global City Interest in Density



WSP
Overbuild
Initiatives



C40 Global Cities



UCL Research Project



Build Offsite Rail Hub - Driving Economy



Global Benchmarking and Analysis

