Over site development
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Network Rail

- Circa 1.8 billion passengers in 2018
- 20,000 miles of track
- 40,000 bridges and viaducts
- Thousands of tunnels signals and level crossings
- 2,500+ stations
- We manage largest 19 stations
- Encourage development in and around the railway and re-invest in the railway
- Release land for housing
- Work with local communities
The case for station investment

- 92% of UK population will live in cities by 2030
- Passenger numbers to double in the next 25 years
- Stations as destinations
- Driving a new wave of economic and social development
- Helping to address the UK’s housing needs
- Creating jobs and business opportunities
- 30% uplift in property values following substantial station improvements
Property

- Champion the role of stations
- Supporting the operational railway and large enhancement schemes
- Deliver a Sustainable Income Model and create Secure new sources of investment
- Create great places for passengers & communities through social value & sustainability

Increasing demands on budgets to operate and maintain the railway mean we need to increase the value we realise from our assets by greater involvement and innovation.

Changes in our funding model will mean business cases will need expertise that can draw together composite funds from Government and third parties and support Regions in evaluation and approvals.

Putting the passenger first is a direct challenge to explore opportunities that actively contribute to infrastructure enhancements, beyond capital or revenue income.

Overcoming traditional railway challenges can make a measurable contribution to national policies such as house building and cleaner air for better placemaking and access to low emissions modes of transport.
Day-to-day activities of development are to dispose of c.250 sites surplus to operational requirements, to:

- Deliver over c.9,000 residential units
- Generate c.£500m in capital receipts
- Deliver c.£225m of additional railway enhancements

Investigate over-site development and decking opportunities

More ambitiously pursue major development and regeneration opportunities, such as at Euston, Clapham Junction and East Croydon station through land assembly
Potential for over site development

- Centre for London independent publication
- Increasing urbanization
- Population growth
- Demand for housing
- People want to live near stations and urban centres
- Opportunity to create exciting new spaces/connect communities historically cut off by the railway
- King’s Cross gross added value of £600m per annum from the development
- OSD only viable in high value areas due to decking construction costs
- Still in early stages of maturity so costs could come down
- Other countries facing same challenges – Jernhusen ref Stockholm rail OSD site
The case for station investment

- Possible to develop around a quarter of a million new homes in London by building apartments above rail lines
- Estimated around 10% of the capital’s 1,142km of open rail lines could be boarded over and blocks of homes built on top

Issues:

- Access
- Ownership of adjacent land
- Nature of development above the tracks
Projects around the operational railway have a set of specialist issues:
- Schedule 8 compensation
- Possessions which can be cancelled at short notice as well as cost.

This can pose obstacles for developers to price the risk
- Network Rail leading early solutions would create new opportunities for residential and commercial development in high value parts of London.

Decking (or rafting) over the railway is not new. Examples such as Broadgate and Liverpool Street and Arundel Square in Islington have shown what is achievable.
Decking: rafts over the railway

- There are two main construction methodologies.
  - Bridge structures – the Solum Twickenham scheme
  - Encapsulating rail lines – the Royal Mint project

- A fund could be used to pay for the construction of the raft structure, isolating the railway and disposing of a site to a developer who is then protected from ongoing rail interface issues.

- This would create new opportunities for residential and commercial development in high value parts of London
The DLR lines cut deeply through the middle of the site and a Network Rail viaduct runs along the northern boundary.

- Beams span over the DLR encapsulation. Braced cores in the buildings support cantilevers over the railway.
United House Developments and Londonewcastle, working with architects Pollard Thomas Edwards

Delivered decks over a railway cutting in Islington, creating an extra acre of land and the opportunity to create a fourth side to an incomplete Victorian square with a contemporary six-storey apartment building.

The project also extended and regenerated the gardens in the centre of the square and restored an adjacent terrace of 18 houses.

Rafting: Arundel Square, Islington
Delivering a new station as part of a holistic station-related over site development (OSD). Constructed with station closures over three weekends.

The new station concourse includes:
- 115 residential units
- New public open space
- Improved station facilities
- Lifts from the plaza to platform
- Improved retail and café spaces
- Enhanced local environment
- Mixed-use development.

Planning approval

The scheme did not provide any affordable housing due to the costs of oversite development, which was accepted by the local authority because of extensive station redevelopment.
Clapham Junction

- Busiest railway interchange in the UK
- Lowest customer satisfaction in NRPS
- Over crowded and uncomfortable for passengers
- No concourse, poor connectivity to local area, housing action area nearby, great opportunity for local regeneration
- Considering straighter platforms, future requirement for Cx2 station, customer facilities, connectivity
- Exploring decking solution to provide a platform for mixed use development that could deliver 8,000 homes
- Commercial receipt to help fund operational requirements
- Initial solutions being considered
Victoria

Opportunities

- NR is working with TfL, WCC, GLA, DfT, VBID and landowners in a Strategic Working Group
- Jointly funding a Station Environs Strategy as part of a WCC prepared Place Plan
- Kent side track changes would require deck rebuild hopefully enabling property opportunity over Kent Air Space
- Retail to be upgraded and replaced where possible

- Insufficient train capacity requiring platform lengthening and straightening
- Station congestion
- Poor interchange and requirement to integrate Crossrail 2
- Inadequate gate lines requiring retail removal
- Poor public realm, connectivity, wayfinding and poor visibility within and without
- Life expired roof and other operational equipment in Grade II listed station
 Options for development above and adjacent to the station

 Mixture of high rise residential and offices

 Initial design work already underway.

East Croydon
Euston station OSD actively being progressed

A number of other potential sites to come forward

Each a once in a generation opportunity needing partners able to work in the railway environment.
Thank you
Questions?