

Unlocking land for homes London

SEPTEMBER 2017



Our sites

in Greater London



Network Rail is unlocking land to deliver homes for London

Now more than ever, the need to deliver new homes for London is paramount. Population growth and the trend towards urban living make the search for sites for development increasingly important.

The population of London is expected to reach almost 10 million by 2024¹, putting considerable pressure on the capital's infrastructure, particularly housing and transport.

At the same time, we know the development of stations and surrounding land delivers clear benefits to passengers, businesses and local communities by unlocking housing supply, attracting new businesses, creating jobs and helping stimulate the wider regeneration of town centres.

This is why Network Rail has been working to release land for development for over a decade through partnerships with both the public and private sectors.

We have ambitious plans in place to release land for around 12,000 new homes nationally by 2020, across more than 150 sites. But we won't stop there.

In support of the Department for Transport's contribution to the Government's overall goal of building 1.5 million new homes between 2015 and 2022, Network Rail is working hard on releasing as much of land for housing as we can, without compromising rail infrastructure. We are enhancing station and transport facilities where possible on the back of those developments, and in a way that will also help regeneration of local communities.

In London, we are working closely with the London Land Commission, the Greater London Authority (GLA), London local councils, developers and other stakeholders, over the coming years to realise the potential of under-used rail land to deliver up to 5,000 homes as part of the wider housing strategy for the capital.

We are the experts

The vast majority of our land is operational, and our team are expert in maximising development opportunities from this land, whilst ensuring the safe and efficient operation of the railway is maintained. This allows us to shape and help deliver residential, commercial and mixed-use developments that drive long-term community regeneration whilst generating revenue for re-investment in the wider rail network.

Property development is often complex and adopting a 'one size fits all' approach is not an option. Instead, we put in place wide-ranging delivery vehicles and partnership models to ensure we get the best value out of every development for the local community and rail users alike.

In some instances, joint ventures work best. In others, our role may be to make the site development ready and work in partnership with the developer to create the right scheme. And on occasion, we may sell the site directly.

Whatever the model, any capital raised is invested back into Britain's railways, improving infrastructure and services for the 1.69 billion passengers who use the railway every year.

Out-performing targets

In 2015/16, using a variety of approaches, we released enough land to build over 1,000 homes in London and we are accelerating our housing delivery programme in the coming years to meet and in some cases out-perform our housing delivery targets.



We released enough land to **build over 1,000** homes in London in 2015/16.

(left)
Construction
work at the
Walthamstow
Phase 1
building

Delivering land for housing is not new for us, we have been unlocking housing land for over a decade. For example, in 2008, Network Rail formed a joint venture partnership with Kier Property, called Solum Regeneration. Solum aims to deliver 1,900 homes around 10 railway stations in London and the South East over the coming years.

The joint venture is already proving successful with three schemes already complete, and a number of other projects with planning permission.

Twickenham

Transforming Twickenham Station

Land around Twickenham station will provide new residential units as part of a wide-ranging transformation of the station itself.

Solum, a partnership between Network Rail and Kier Property has planning permission to undertake the work. 115 new homes will be built as part of the development, which will centre around a large new public plaza, featuring shops and a pedestrian walkway to Moormead.

The completed station, which will feature lifts to platforms, a larger ticket office and additional cycle parking facilities is due to open in 2019.

- 115 new homes
- New public plaza the size of five tennis courts
- Space for shops
- New pedestrian link to Moormead
- Additional cycle parking spaces



Computer generated vision of Twickenham station – Plaza view



Proposed view of residential block (below)

Walthamstow Phases I and II

Award winning work

The award-winning first phase of the £20 million regeneration scheme for Walthamstow Central station was completed in 2014.

With 69 homes, a hotel and new retail units, the scheme is the first step in a broader plan to revitalise the area in line with Waltham Forest Council's regeneration ambition for the area. The first phase won the *What House?* Gold award for Best Partnership, an achievement the team are looking to replicate in phase two.

In 2015, Waltham Forest Planning Committee gave Solum the go ahead for the second phase, which is due to commence in 2017. The decision marks a further £20 million investment which will help the council achieve its goal to build 2,000 new homes in the area. In addition to new residential apartments, phase two will see:

- improvements made to the station
- the provision of cycling facilities
- the creation of 120 jobs for the local economy.



Proposed entrance to residential block

West Hampstead

Delivering through collaborative working



Computer generated vision of the West Hampstead site

There are circumstances when combining Network Rail owned land with neighbouring or adjacent local authority or privately owned land can help support much larger scale masterplanned developments.

This leads to the delivery of a greater number of homes, the creation of more jobs and higher quality office space.

Network Rail and Ballymore Group owned adjacent parcels of land around West Hampstead station and saw an opportunity to maximise the development potential from the combined sites in this prime London location.

In 2013, we formed a 50/50 joint venture to deliver a mixed-use development.

The scheme, which is due for completion later this year, includes:

- 198 new homes, 45 of these are affordable
- a new town square
- a convenience store
- approximately 3,500 sq ft of retail and office space.

Creating 198 new homes,
and 3,500 sq ft of retail
and office space.





Wyvill Road, Vauxhall

Land disposal for regeneration

Network Rail released land adjacent to the railway in Vauxhall for a mixed-use development in 2015.

Network Rail and K2 secured planning consent to develop the site including:

- 1,270m² retail space
- 1,267m² office space
- 219 residential units (both private and affordable)

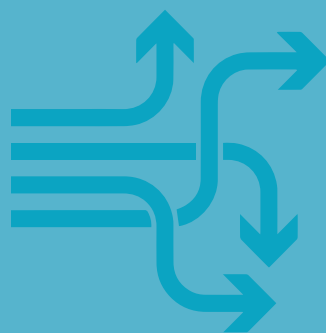
The site is within the GLA's Vauxhall Nine Elms Battersea Opportunity Area and will replace offices and warehouses next to the mainline into Waterloo Station.

Architectural plans for the site are well underway and construction is due to start in 2017.



40,000

40,000 sq. ft. creative hub created, generating hundreds of jobs in the tech industry.



Old Oak Common

Making the most out of new rail links

The arrival of HS2 into Old Oak Common brings with it the potential for significant investment and regeneration.

Network Rail Property is already working in partnership with the local authority, HS2 and the Old Oak Common & Park Royal Development Corporation to assess the potential of the site.

This is a major regeneration opportunity, combining transport infrastructure improvements with the significant mixed use development potential.

Genesis, one of the key partners in the development, held the lease on the land; however with only 62 years remaining, re-development was not an option.

Network Rail has already enabled land release through a 150-year lease extension to the developer for the construction of 605 homes, with work due to start in 2017. The project will also see a new link road between Old Oak Common Lane into the site as well as landscaping of the nearby public areas.

Alongside the housing, there are also plans to develop a 40,000sq ft. creative hub, which is expected to generate hundreds of jobs in the tech industry.²



Image of proposed development

As the nation's population grows and urban living becomes more attractive, the search for sites for development becomes increasingly important. We are working closely with our government and industry partners to deliver an ambitious housing programme for London.

We are taking an active role in looking at how we can bring forward sites for development in new ways; how we can use the growth in the railway to support regeneration schemes; and explore how we can bring in more investment from the private sector to turn these visions into reality.

Kidbrooke

Masterplanning for the future

Masterplanning is an important approach to revitalising stations and allows all parties to look more broadly at how the development fits within the community and the rail network.

This can lead to the formation of new urban communities as sites are designed so that they connect with local infrastructure and allow people to move through them to nearby destinations.

In Kidbrooke, Network Rail Property worked with Greenwich Council, Transport for London and Berkeley Homes to build the first phase of what is now known as Kidbrooke Village.

To date 1,305 homes have been built on site, of which 656 are affordable and includes 174 homes specifically designed for the elderly.

The second phase, which is currently going through the planning process, will deliver a new train station, an additional 400 homes added to the existing development, new bus stops to serve the entire village.

When the £1 billion master plan project is complete it is expected to have delivered 4,800 new homes, a new train station and 35 hectares of green space for the local community.



Illustration of the Kidbrooke community area



A CGI of the project scheduled for completion in Autumn 2017

Queen Mary University

Partnering to deliver cutting-edge student living

Network Rail worked in partnership with Scape Student Living to demolish a redundant railway viaduct and prepare disused railway sidings to unlock major development potential adjacent to the Queen Mary University Campus.

The project will support the University's need to provide additional student accommodation, delivering 412 new rooms as well as state-of-the-art sports facilities and much-needed storage space.

The funds generated through this scheme have enabled us to make important improvements to the adjacent track by creating new maintenance access points and enabling vehicular access to the railway, saving railway maintenance costs well in excess of £100,000 per year.

Creating 412 new rooms, and state-of-the-art sports facilities.



- 412 new student rooms
- Improvement to railway access
- Innovative approach to a complex site

Tulse Hill

Innovative thinking to deliver homes

Not all sites are straight forward. The development of Knolly's Yard in Tulse Hill is only possible thanks to innovative thinking and collaboration between Network Rail and the developers.

By working together we were able to unlock the potential of this challenging site, delivering much needed housing in South West London.

Knolly's Yard has been identified by Network Rail as an opportunity for development for some time. However the triangular site, currently let to a variety of industrial tenants, is surrounded by railway lines to all sides. Access to the site is restricted due to a low and narrow road under a rail bridge.

Network Rail is working closely with the developer, Prime Place, to explore the possibility of a residential development. This will include looking at innovative ways to improve access to the site which has the potential for 400 residential units.

Development could deliver
400 new homes



Aerial view of the Tulse Hill development

Over-site development to support large scale regeneration

Decking over rail assets, whilst technically challenging and with higher development costs than other city site developments, is an ambitious solution we are currently exploring.

Over-station developments are not new. They have in fact been done all over the world, including London.

One Embankment Place is perhaps one of the better known examples of this, where a major commercial office block has been built above Charing Cross station. Similarly, in North West London, new homes have been built above Wembley Central station.

Creating value from these types of developments is potentially significant - delivering much-needed homes in bustling cities, creating vibrant new communities and generating sustainable funds which we can reinvest in to the railway.

Clapham Junction

Building for the local community

Clapham Junction is the busiest railway interchange in the UK with over 2,000 trains passing through each day. It needs significant remodelling to cope with a growing customer base and the planned arrival of Crossrail 2.

In 2015, our Solum Regeneration partner Kier Property, sold their shares to Capco. Through this joint venture vehicle with Capco – we are looking at the potential of redeveloping Clapham Junction to create a modern station, able to cope with future demand and ready to accommodate Crossrail 2. The project could revitalise the town centre, deliver connectivity to its surroundings, and support the wider regeneration within the Clapham Junction to Battersea Riverside Housing Zone.

We are exploring the idea of decking over the station to provide a platform for new development. This would allow us to maximise the space, improving access and circulation, creating opportunities for retail within the station and supporting the delivery of the Housing Zone.

The project is still at an early stage but if it progresses we could deliver a new station and create new space for housing in central London.

57 acres

Clapham Junction station regeneration could give rise to an over-site development opportunity of 57 acres.



Illustration of the Clapham Junction station entrance



East Croydon

Delivering for local councils

East Croydon station is the busiest station in Britain outside of Central London and is also facing increasing demand for housing in and around the station area.

The masterplan has brought together a range of partners, including Network Rail, TfL and Croydon Council, to address these two issues and build on the Council's ambitions to develop Croydon's retail, commercial and housing offer.

The masterplan would see Network Rail using the proposed upgrade of the Brighton mainline to develop a deck over the station upon which it could build upwards, providing a mixed used development featuring housing, retail and commercial space.

By working with the developers and other partners, the new development would not only offer much needed additional space, but become a destination in its own right with a vibrant retail offer and easy access to the third busiest interchange in the country.



Illustration of HS2 entrance: Euston Station

Euston

Place-making and station regeneration

Euston station is the sixth busiest station in the UK and London's first intercity station. It serves more than 50 million passengers a year, double the design capacity of the station which was built in 1968.

Current plans to link high speed rail to the station will see passenger figures more than double creating an opportunity to transform the station into a mega railway hub, providing enhanced connectivity between London the Midlands, the North and Scotland.

It will also provide one of the capital's greatest opportunities for regeneration, creating jobs, bringing investment and supporting the growth of the city.

Raising the profile of Euston and creating a destination where people will want to live, work and invest requires a place-making approach.

Like the neighbouring King's Cross development, the focus will be on making Euston station a destination in its own right, capable of serving and enhancing the community it serves.

Under the current plan, the provision of underpinning support structures will allow a range of uses above the station, delivering the flexibility for a future decision on wider redevelopment and regeneration of the area.

References

¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/subnationalpopulationprojectionsforengland/2014basedprojections>

² http://www.genesissha.org.uk/genesis_housing_association/press_releases/oaklands_at_old_oak.aspx

³ <https://www.architectsjournal.co.uk/news/planning-approved-for-37-storey-vauxhall-tower/8672471.article>

⁴ <https://www.croydon.gov.uk/sites/default/files/articles/downloads/eastcroydon-mplan.pdf>

Open for business

While Network Rail's first priority is the safe and sustainable operation of the railway, identifying and releasing land for housing is a key objective.

"As our plans progress we will continue to review our assets to make sure we are maximising the opportunities to deliver housing and long-term regeneration.

We are continually looking for innovative ways to collaborate with partners and get the best value for money that we can from opportunities, such as launching new portfolios of sites to the market, or selecting a single developer to take several sites forward in one package.

These packages will be made up of sites across Greater London, with the potential to deliver 3,000 homes. The first of these packages is due to be launched in Autumn 2017 and will include sites such as Leyton, Silwood and Edenbridge Town.

Network Rail Property is committed to supporting the Government's aims to provide more housing across the UK. We have high hopes and are excited about the potential we have to make a difference to London's housing situation whilst helping to fund improvements to the railway across the country.

We are continually reviewing sites we can unlock for development and we are open to dialogue where we can work in partnership with others to deliver homes for London."

Nigel Escott

Director, Property, Network Rail Property

We have ambitious plans to release land for around



12,000 new homes nationally by 2020, across more than 150 sites.



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