



**SW1
SURVEYORS**

CITY OF WESTMINSTER

Balfour Beatty



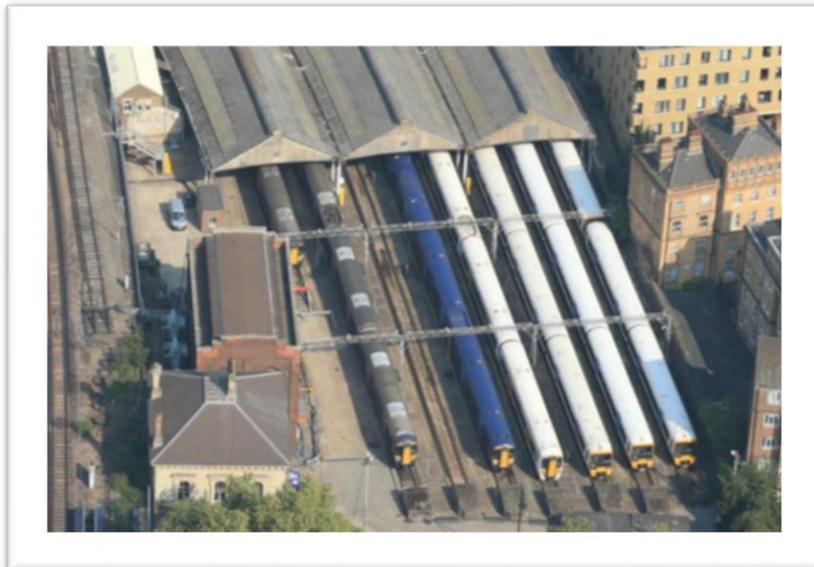
PEABODY

PROJECT NAME: Air Rights Development – Grosvenor Road Carriage Sidings Alterations

CLIENT – Urbanest

PROJECT VALUE – Confidential

DATE – 2017



PROGRAMME DESCRIPTION:

Urbanest Properties, in association with SW1 Surveyors and Peabody Trust, had expressed interest for a potential phased air rights development of Grosvenor Road Carriage Sidings in the vicinity of London Victoria Station. The development is proposed to cater for housing, commercial and student accommodation.

To initiate discussion with Network Rail to assess the feasibility of the proposal, Poise Group was commissioned to undertake a pre-feasibility study of the site to assess the impact of the proposal on the railway infrastructure, including alteration to existing infrastructure, interfaces with various engineering disciplines, operational requirements and stakeholder management.

PROJECT DESCRIPTION:

Poise Group undertook the Feasibility Report for the air-rights development above Grosvenor Road Sidings and considered the potential for:

- a) Decking over Grosvenor Road Sidings to enable air-rights residential development, whilst encompassing the railway works required to facilitate such a scheme
- b) Other potential opportunities for future phases of work, which may benefit the residential development and / or further benefits to Network Rail

The report considered the geographical setting of the sidings and station in relation to proposed development and discussed various options that would need to be considered and impacts of these options from several railway engineering perspectives including the following:

**Urbanest/SW1 Surveyors/Balfour Beatty/
Peabody Trust
Air Rights Development
Grosvenor Road Sidings Alteration GRIP 1**

- Civil
- Structural
- Premises
- Geotechnical
- HV Power
- LV Power
- Signalling
- Communications
- Fire
- Permanent Way

It also outlined an order of magnitude for costs associated with the works required to modify the railway infrastructure to enable this scheme.

Pre-Design stage

Given the complicated arrangement of the infrastructure and the number of stakeholders involved at the site the first steps we undertook were to:

- 1) Undertake a detailed visual survey of the site
- 2) Hold a session with all key stakeholders to understand the existing operation of the site and to understand the operational restrictions and opportunities
- 3) Gather as much existing asset information as possible.

Design stage

We subsequently developed the multi-disciplinary design in a collaborative manner, with regular engagement with the Client and site stakeholders.

Most importantly, we developed the design using a controlled staged gate manner. We held design stage gate reviews at 20%, 40%, 60% and 80% completion. This was important as the although the overall project objective was clear, the project technical requirements were still in their infancy. Therefore, this stage of the design was always going to be iterative in nature and engagement with the appropriate stakeholders throughout the initial design stage was paramount to ensure the development of a viable feasibility design.

We produced a design that satisfied the Client and all relevant stakeholders, and the scheme is now under consideration for further funding and development.