

WATFORD JUNCTION

DRAFT DEVELOPMENT BRIEF



CONTENTS

	1.0. INTRODUCTION & BACKGROUND	5
	1.1. Introduction	6
	1.2. Site Context	7
	2.0. MASTERPLAN	9
	2.1. Baseline Analysis	10
	2.2. Vision & Objectives	12
	2.3. Site Wide Principles	13
	2.4. Illustrative Masterplan	15
	2.5. Land Uses	18
	2.6. Buildings Heights	19
	2.7. Movement Hierarchy	20
	2.8. Car Parking	23
	2.9. Indicative Car Parking Layout	24

3.0. INDIVIDUAL DEVELOPMENT SITES	27
3.1. Development Sites: Redrow	28
3.2. Development Sites: Hartfield Developments (HSBC)	30
3.3. Development Sites: Network Rail - Watford Junction Station Quarter	32
3.4. Development Sites: Network Rail - Sidings & Depot	34
4.0. NEXT STEPS	37
4.1. Delivery	38
4.2. Future Planning Applications	38
4.3. Consultation	39
5.0. APPENDIX	41
5.1. Area Schedule	42

WATFORD JUNCTION : DEVELOPMENT BRIEF

1.0. INTRODUCTION & BACKGROUND

1.1. Introduction

1.2. Site Context

1.1. INTRODUCTION

Watford Junction presents a unique and valuable opportunity to develop a thriving town centre mixed-use neighbourhood. The Watford Junction site has the potential to deliver much needed housing; drive the economic development of Watford; create employment opportunities; and enhance Watford's retail, leisure and community offer. Watford Borough Council (WBC) are now seeking to promote and galvanise development through the Watford Junction Development Brief.

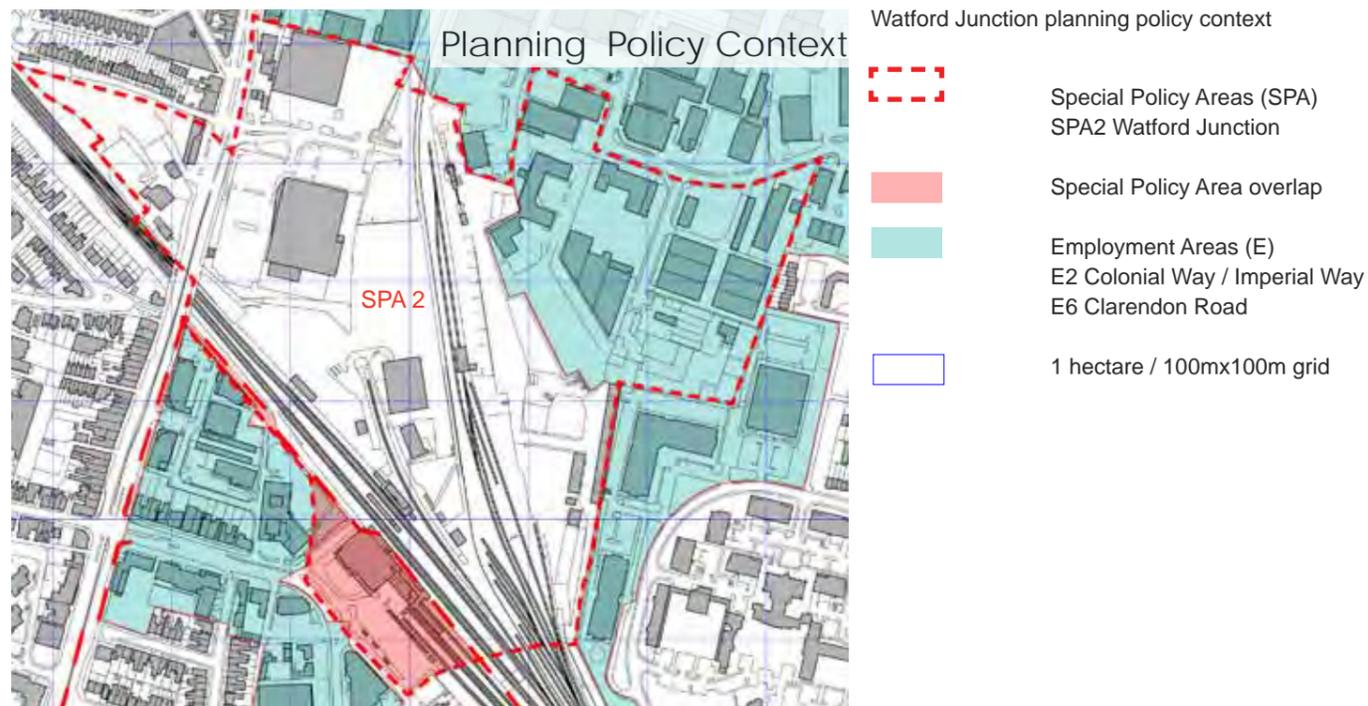
Purpose

The purpose of the Watford Junction Development Brief is to:

- Demonstrate how Watford Junction could be successfully developed to deliver a high quality mixed use neighbourhood;
- Inspire landowners, developers, key stakeholders and the local community to engage, invest and drive the development of Watford Junction forward;
- Set out robust and balanced development aspirations to inform emerging planning policy; and
- Guide planning decisions on new development within the site area.

The masterplan contained in this brief illustrates the likely form and amount of development, which could be achieved. The masterplan illustrates one way a viable development could come forward, whilst creating a high quality environment supported by infrastructure to unlock the site's potential, and delivering community services. The document contains a number of illustrations and diagrams which indicate the overall, and site specific, design principles that should be applied, although these are not intended to indicate the specific layout and form of development, which would be determined at the detailed design stage.

The guidance contained in this brief seeks to ensure a co-ordinated approach, which ultimately delivers the cohesive development of Watford Junction, optimises the viable delivery of development, and site wide infrastructure and community facilities, whilst allowing the delivery of standalone development sites.



Background

The area has been subject to a number of major redevelopment plans and proposals since the 1970s. Due to a number of delivery and viability challenges, the majority of these have not been realised.

WBC believes the time is now right to take a new approach and is updating the Watford Junction Development Brief (April, 2004) to reflect current aspirations. Key drivers for this include a shift to more favourable economic conditions in recent years, changes in national and regional planning policy, and a number of major investments in public transport infrastructure serving the area. Patronage of Watford Junction station has grown strongly in the last five years rising from 5.5 to 6.9m annual journeys. Major investments such as the Metropolitan Line Extension (MLX) from Croxley and the proposed Hertfordshire extension of Crossrail services will increase rail connectivity and frequency of services, providing a major stimulus for growth in the town. With the right approach, these major investments can be harnessed to drive the redevelopment of Watford Junction, the largest opportunity site in the town, and contribute to further regeneration in the borough.

Planning Policy and Status

The Watford Junction Development Brief has considered national planning policy, and the adopted WBC Local Plan, with specific regard to Policy SPA 2 contained in the Watford Local Plan Part 1 – Core Strategy 2006 – 2016 (January, 2013). SPA 2, establishes the principle of a major mixed use regeneration scheme at Watford Junction and sets broad parameters for the form of future development.

The Development Brief forms part of the evidence base for the emerging Local Plan Part 2 and will inform a revised SPA 2 site allocation, reflecting the design and viability work undertaken in preparation of the Development Brief, and extending the site boundary.

Following consultation and approval by the WBC cabinet the Watford Junction Development Brief will be a material consideration in the determination of planning applications within the site. Once WBC Local Plan 2 has been adopted the development brief could be adopted as an SPD.



Consultation

The Draft Watford Junction Development Brief has been prepared in consultation with key stakeholders and landowners, including Hertfordshire County Council Highways, Hertfordshire County Council Education, Watford Borough Council, Network Rail, London Midland, HSBC and Redrow Plc.

The Draft Development Brief is now being published for a [INSERT] week period of consultation from [INSERT] to [INSERT]. During this time you can review the report, digest the recommendations and let us know your thoughts. At this stage the Development Brief is in draft format and will be refined in light of the public's and stakeholder's representations.

[INSERT INSTRUCTIONS ON HOW TO COMMENT I.E. ONLINE PORTAL, POSTAL ADDRESS ETC]

1.2. SITE CONTEXT

Regional Context

Watford's strategically significant location in the city region, in the south west of Hertfordshire, on the edge of the east of England region and the north west of London, is one of its greatest assets.

Watford is situated in the London commuter belt, and around 500,000 people live within a 20 minute catchment area of the town. It has many common characteristics with and is strongly influenced by London, supporting a growing and strong economy and outstanding transport links whilst also generating significant local pressures such as congestion, housing and land availability. These pressures give Watford many characteristics comparable with a number of greater London

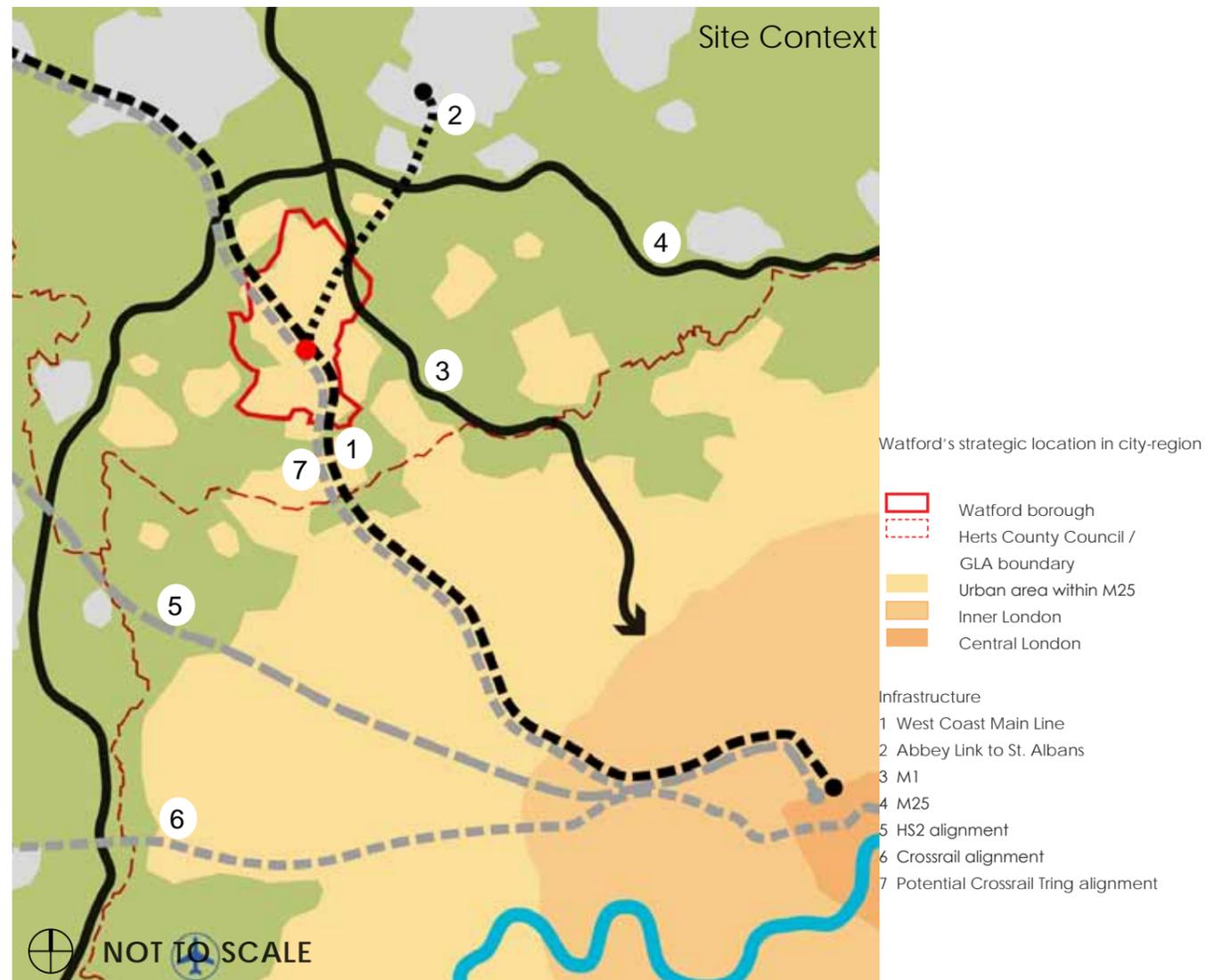
boroughs, including density and demographics.

More locally, to the south of the site Watford Town Centre performs a vital role within the borough of Watford and is the focus for shopping, leisure and cultural activities, with office uses located on Clarendon Road and pockets of residential development. To the west and the north of the site lies the residential areas of Nascott and St. Albans, with designated employment land to the north east.

Watford Junction

The site accommodates a range of land uses including Watford Junction Station, employment uses, station car parking, retail warehouse units, storage and distribution, Orphanage Lane railway sidings, bus stops, station drop off and taxi rank, and vacant land. The general environment across the study area is of poor quality and is dominated by railway infrastructure including platforms, railway lines, surface car parks, and busy roads such as Station Road and St. Alban's Road, which create considerable severance within the site and between neighbouring areas.

Landownership across the site is fragmented, although a number of key landowners are currently preparing development schemes or have expressed an interest in doing so in the near future.



WATFORD JUNCTION : DEVELOPMENT BRIEF

2.0. MASTERPLAN

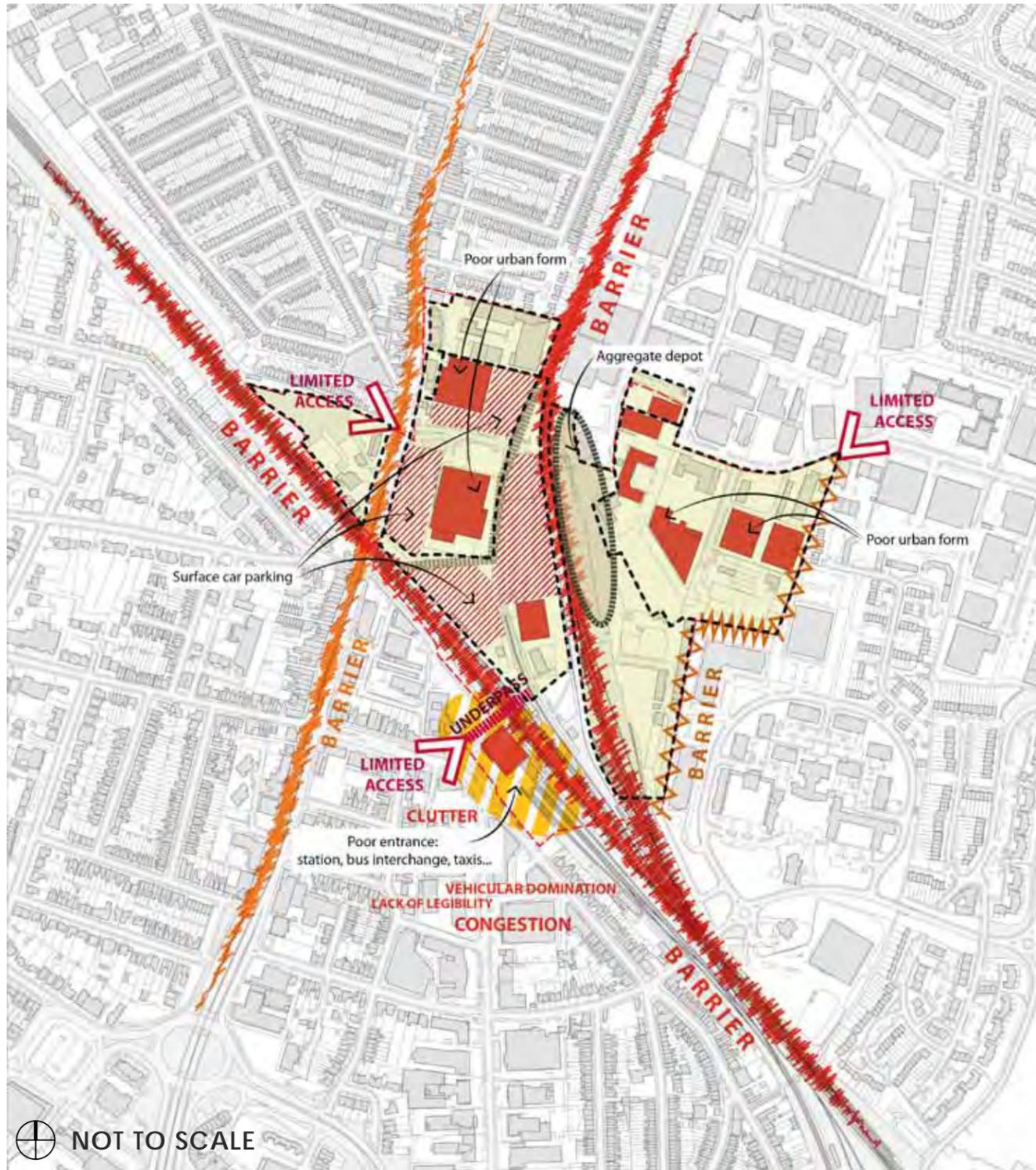
- 2.1. Baseline Analysis
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- 2.4. Illustrative Masterplan
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- 2.9. Indicative Car Parking Layout

2.1. BASELINE ANALYSIS

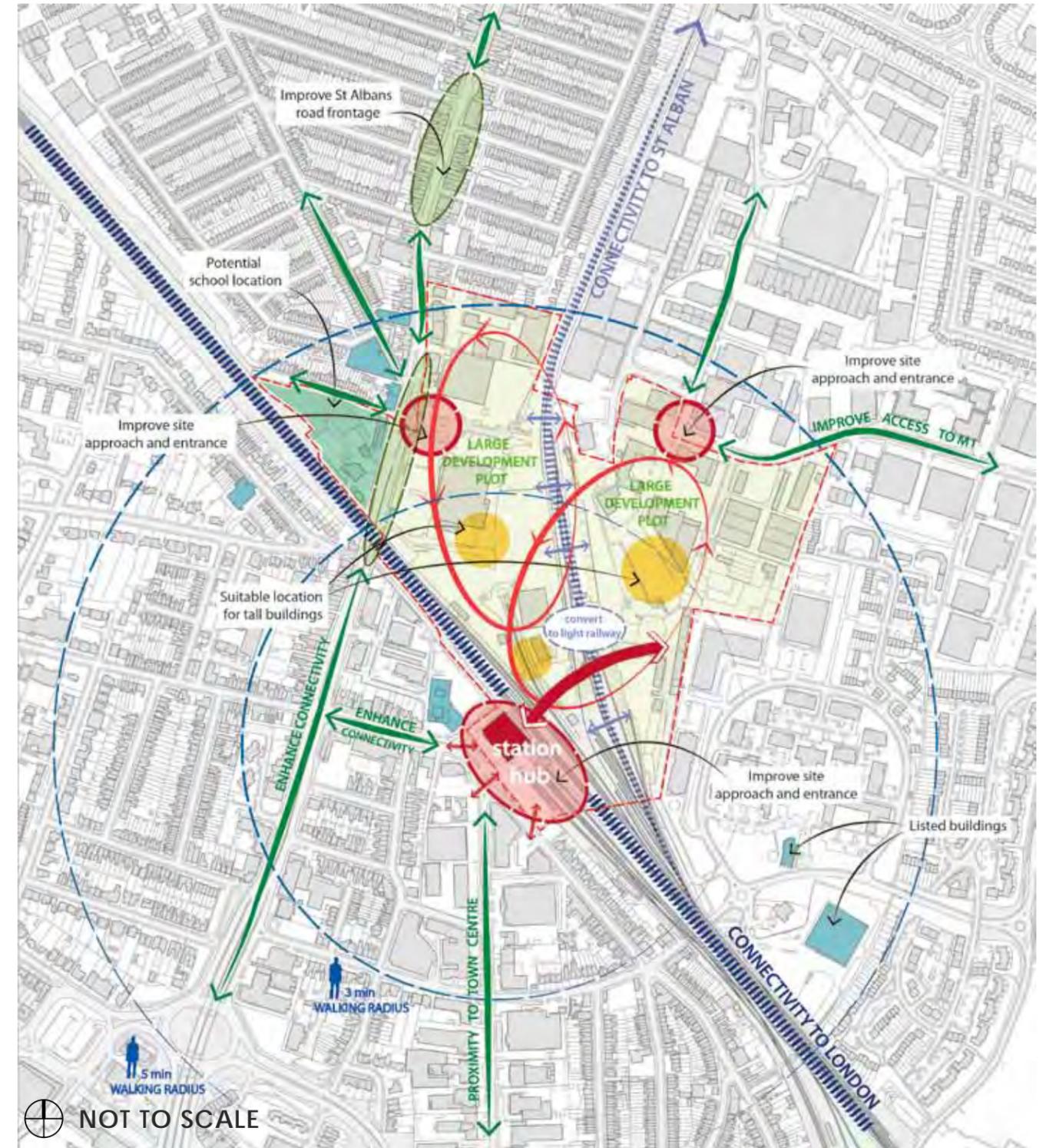
The Development Brief is underpinned by baseline research, which identified the key opportunities and challenges facing the future development of Watford Junction, including transport and viability studies. This research is summarised by an analysis of the strengths, weaknesses, opportunities and threats of the site. The SWOT analysis highlights key themes to which the Development Brief seeks to respond.

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> • Largest undeveloped area in the centre of Watford, supported by planning policy to play a key role in the continuing regeneration of the town • Strategic location on radial and orbital routes in the city-region • Existing and committed public transport infrastructure/services • Intensification of public transport services at Watford Junction station at a local, regional and national scale • Strong sight lines into the study area from Clarendon Road, Leavesden Road, Bradshaw Road, Langley Road • Significant level differences across the study area 	<ul style="list-style-type: none"> • Fragmentation of landownership • Multiple lease arrangements and timescales • Severance between parcels imposing severance on movement across the wider area • Unclear relationship of the study area to the adjacent town centre, St. Albans Road local centre and Clarence Road commercial area. • Lack of clarity around future delivery and configuration of major transport infrastructure. • Lack of clarity around the safeguarding of lands for future infrastructure requirements and aggregates handling • Congestion around Watford Junction station caused by access arrangements to station carpark • Current station facilities will reach capacity in the near future • Poor quality of public realm in the vicinity of the station • Bus layover arrangements impact negatively on effectiveness and attractiveness of bus interchange facilities • Safety of junctions at St Albans Road and Clarendon Road • Study area dominated by big box development, surface car parks, and infrastructure and aggregates uses • Low intensity uses and lack of connectivity across the study area separate the neighbourhoods of north Watford from the amenities and benefits of the town centre • Gap in open space provision and accessibility in North Watford • Safeguarded aggregates depot • Air Quality Management Area 	<ul style="list-style-type: none"> • Set out a clear role and function for development in the study area, and its relationship to the surrounding local and town centres and within the Greater London city-region • Create new links to improve permeability within and across the site • Reconfigure station facilities, public realm, wayfinding, bus interchange, bicycle parking, drop-off and taxi arrangements to create a new gateway to the town • Use the sustainable transport hierarchy to guide development, supporting walking, cycling and public transport and reducing dependence on private vehicles • Any highway and/or junction improvements required to deliver development should incorporate safety improvements at known accident hotspots • Transform perceptions of Watford by creating a strong sense of arrival in the town at the station itself • Create a new quarter for a living community in heart of the town • Create new spaces and facilities to drive the town's social and economic development and link the town centre to the surrounding neighbourhoods • Identify potential for tall buildings to deliver new types and mix of commercial, leisure and residential spaces needed in the town • Use the existing sight lines across the town to support the legibility of development and inform the placement of tall buildings • Use the level differences to accommodate servicing and integrate the public realm with the surroundings 	<ul style="list-style-type: none"> • Potential competition or conflict with town centre uses • Lack of co-ordination of development on different parcels could impact negatively on design quality • Scale of infrastructure required to redress the severance between sites is challenging for the viability of the project as a whole • Significant land requirement for provision of a 3FE primary school and community facilities may be challenging for the viability of the project • Potential negative impact of development on congestion in the surrounding area • Offsite provision of (part of) open space requirement is unsuitable due to distance and quality of walking route

Constraints



Opportunities

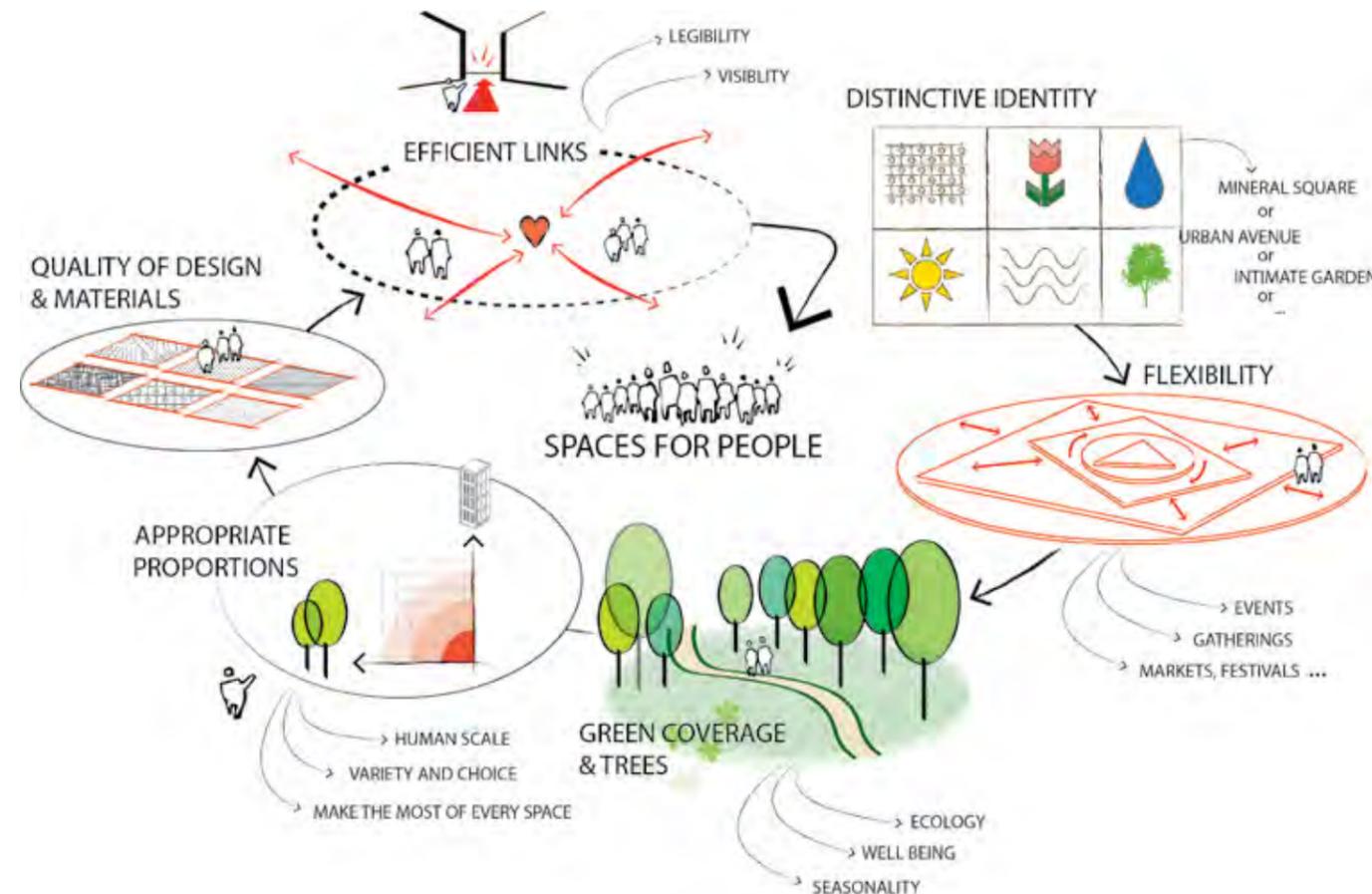


2.2. VISION & OBJECTIVES

The Development Brief consists of a number of parts:

- *Illustrative Masterplan and associated Diagrams*: demonstrate the type and quality of development which should be delivered adhering to the development principles;
- *Vision*: sets out the overall intent for the future development of Watford Junction
- *Objectives*: set out the main drivers behind the masterplan, and what should be achieved once the site has been developed;
- *Site Wide Principles*: over-arching principles to guide future development to deal with site wide strategic issues and ensure individual development plots ultimately form a cohesive whole; and
- *Development Site Principles*: guidance on the nature and form of development on a site by site basis.

Vision for Watford Junction



“Watford Junction will become a vibrant mixed use neighbourhood and gateway to Watford, which complements the existing character and function of the surrounding area and seamlessly connects with the commercial centres of Clarendon Road and St. Albans, in addition to residential neighbourhoods such as Nascot. This new neighbourhood will provide for the community of Watford and help to raise the profile of the town and establish its position in the regional context.

A new and improved train station and public pedestrian concourse will improve movement across the site and promote the use of public transport. The station will provide the focus for a new commercial centre, including office space, and outstanding opportunities for shopping and leisure. The commercial centre will be supported by a number of residential neighbourhoods, which stitch into surrounding areas and provide valuable community services.

Watford Junction will benefit from an environment of distinction, where buildings are appropriate to their context, integrated within a high quality public realm including streets and public spaces, and support a range of activities. These important features will be secured in an enhanced Watford Junction, defined by its strong identity as a place to live, enjoy, do business, travel and invest.”

Objectives

The following overarching objectives must be achieved in order to deliver the vision for Watford Junction:

- Objective 1 – Create a new and improved major transport interchange, which encourages the use of multi-modal public transport and provides adequate station car parking.
- Objective 2 – Create an active place with uses that provide for the local community, complement existing commercial centres, and elevate the profile of Watford in the regional context.
- Objective 3 – Create a sustainable, well connected, safe and attractive network of streets and spaces. Severance of the railways should be minimised through the provision of a public pedestrian concourse bridge that provides access to the station from north-east and north-west and through the potential conversion of the Abbey Flyover to light rail.
- Objective 4 – Ensure individual development are planned in a comprehensive manner and contribute to the regeneration of the site as a whole.
- Objective 5 – Increase and diversify housing provision, including a range of housing tenures and typologies to support mixed communities.
- Objective 6 – Improve the built and environmental quality of Watford Junction as a place to live and as a landmark gateway to the town centre and Watford as a whole.

2.3. SITE WIDE PRINCIPLES: BUILT ENVIRONMENT

Site Wide Principles

The site wide principles underpin the vision and objectives, and seek to address the strategic challenges. The aim is to embrace the opportunities facing Watford Junction, and ensure the separate development sites combine to form a cohesive development in the short and long term. These principles set the site wide parameters for future development and are intended to provide sufficient flexibility to accommodate a range of forms of development.

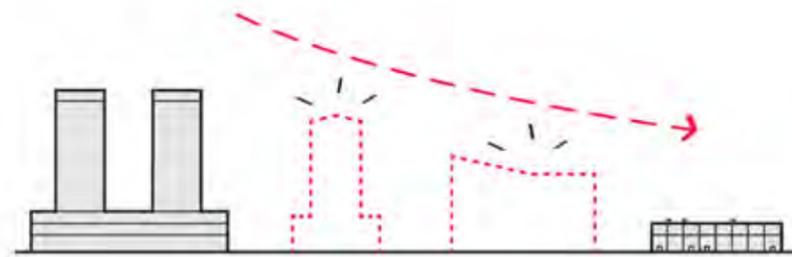
Scale and massing

- Building heights should include three separate clusters of tall buildings primarily focused around Watford Junction Station and stepping down towards the western, northern and eastern edges of the site to create a smooth transition with the surrounding context.
- Development should consider and adhere to the guidance set out in WBC's Skyline Watford's Approach to Taller Buildings Supplementary Planning Document (March, 2016).
- The scale and proportion of streets should have human scale and where tall buildings are proposed these should be stepped back from the building line to reduce their visual impact.
- Allow sufficient separation distances between buildings to guarantee sufficient levels of sunlight, daylight and privacy.

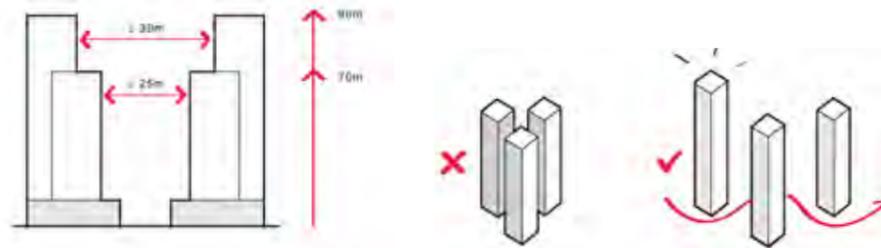
Land use and activity

- Deliver mixed use development including residential, office, retail, leisure, school and community uses.
- Focus activities such as retail, business, leisure and community uses, where they are most accessible like around the station and key routes and spaces that lead to it.
- Create a network of streets supported by active frontages. These should include retail, restaurants, leisure and community uses at ground floor. Offices and entrances to residential cores could also be appropriate on more secondary routes.

Built Environment towards the Surroundings



Create a smooth transition in heights, especially in relation to the surrounding buildings.

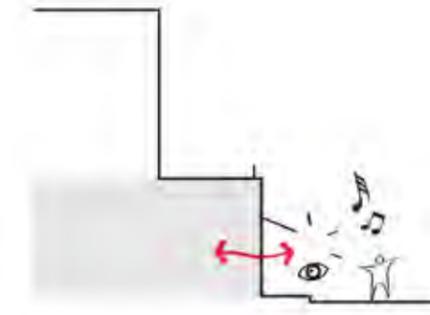


Consider the minimum separation distance and cumulative effect of multiple tall buildings.

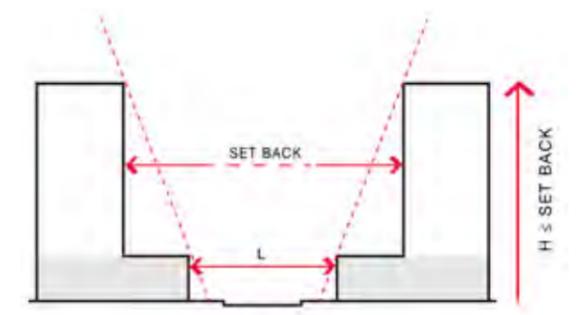
Allow sufficient distances between tall buildings to benefit from sunlight, daylight and privacy.

Create a hierarchy and composition within groups of tall buildings.

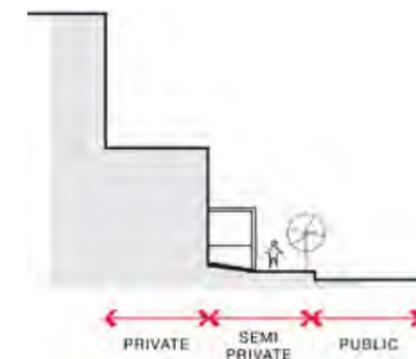
Built Environment & Street Scene



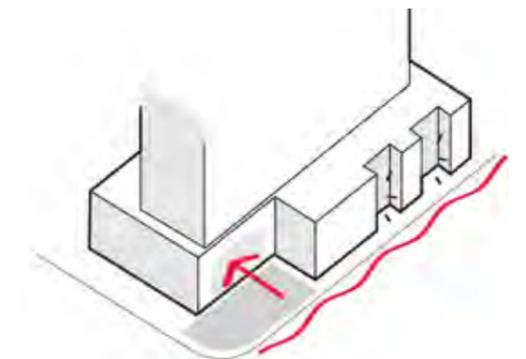
Provide active frontages at ground level.



Respect scale and proportion of the streets by stepping tall buildings back to reduce their visual impact.



Vary the interface between inside and outside by creating semi-private spaces along the frontage.



Provide setbacks at strategic points along the frontage to create variety and interest at street level.

2.3. SITE WIDE PRINCIPLES: NETWORK, HIERARCHY & PUBLIC SPACE

- Differentiate Watford Junction's commercial offer from surrounding centres, so that it also complements Watford Town Centre and St. Albans.

Transport and Parking

- Safeguard routes for vehicular and pedestrian connections spanning the existing Abbey train line, or preferably crossing a new light rail line at grade.
- Distribute vehicular movements across the site by providing three separate accesses, connecting to St. Albans Road, Colonial Way and Station Road.
- Provide adequate car parking to service Watford Junction train station. The strategy should be developed in consultation with the Department for Transport, Hertfordshire Highways and the relevant franchisee.
- Split station car parking access across different entrances to limit the effect of vehicular movements on local streets and the highway network.

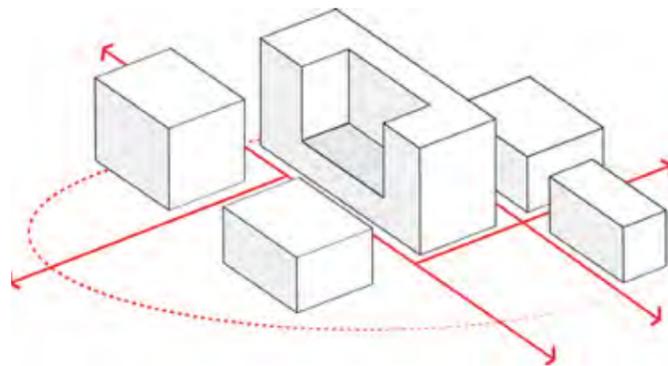
Routes and Spaces

- Create a hierarchy of routes and spaces through the site, specifically with visual and physical connections to Watford Junction Station, Clarendon Road, Watford Town Centre, St Alban's Road and Colonial Way.
- Provide shared amenity space for residential apartments at ground floor level in private courtyards. Where this is not possible this space with an appropriate balance of soft and hard landscaping could be provided at podium level.

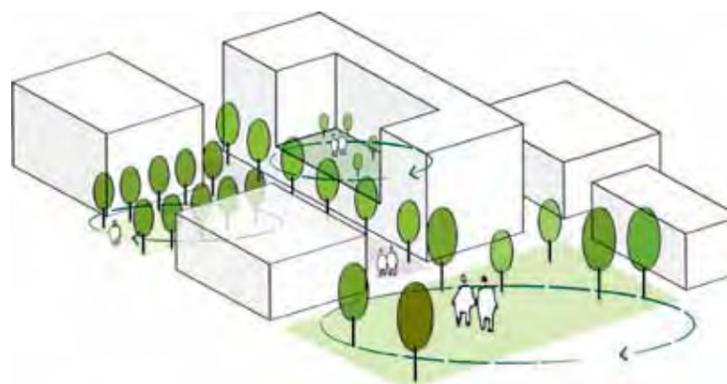
Infrastructure

- Each development must contribute towards measures required to address site-wide issues and enable development, including: highways, schools, open space, parking, station improvements and pedestrian bridge. Infrastructure should be delivered in accordance with Watford Junction Delivery Plan (to be produced by WBC), either as part of developments or through financial contributions.

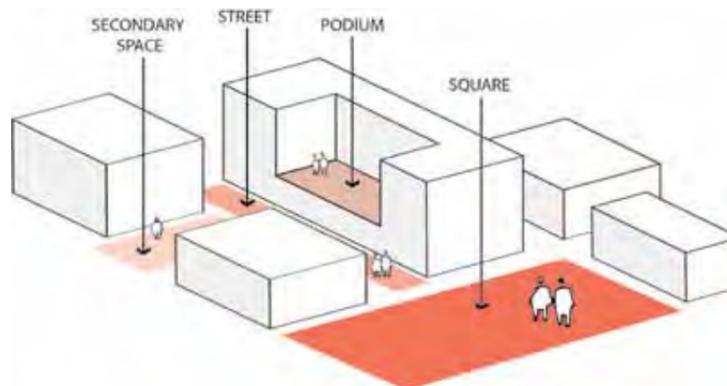
Network & Hierarchy



Create a strong network of clear and legible connections.

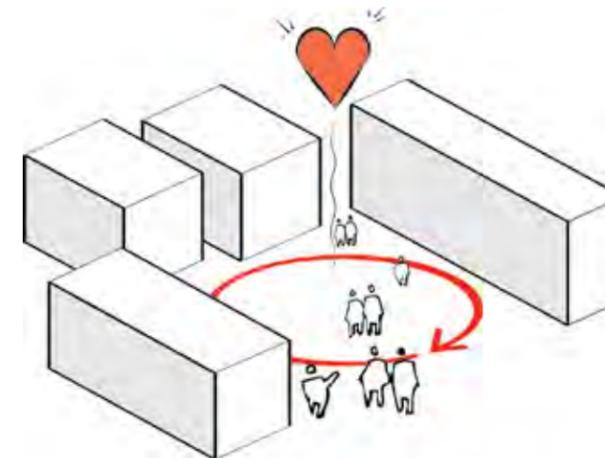


Create a structure of high quality spaces, with appropriate character and proportions.

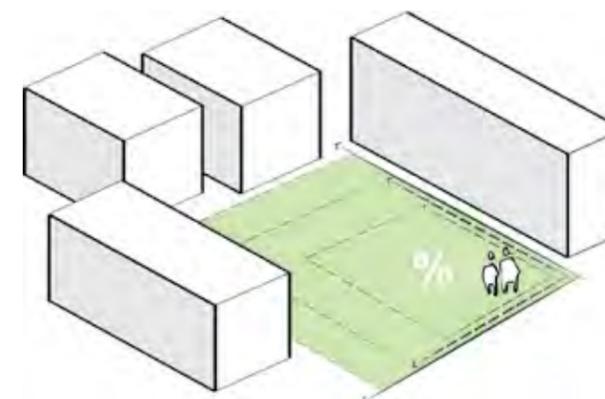


Create a clear hierarchy of spaces, adapted to their type and use,

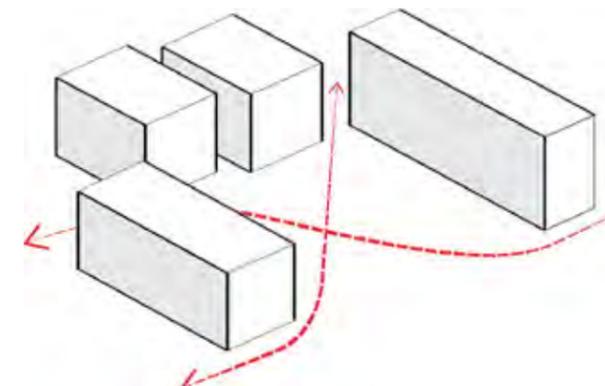
Public Space: Proportions & Identity



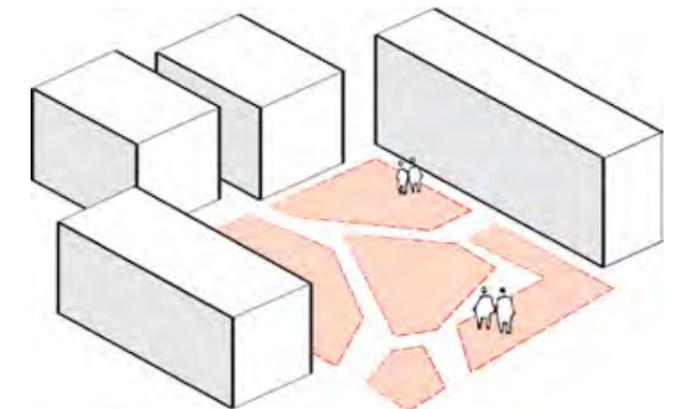
Create gathering space that can become neighbourhood's heart.



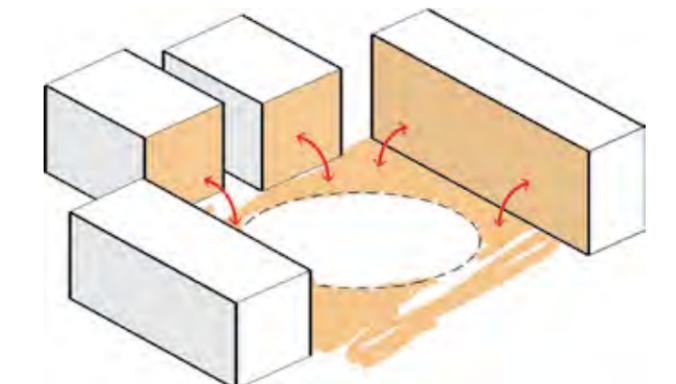
Adapt the proportion and size of the space to the urban fabric.



Create clear and legible routes through the open space.



Offer variety of character and activities in the open space.



Create a strong interaction between built frontages and the open space

2.4. ILLUSTRATIVE MASTERPLAN

The Illustrative masterplan is intended to act as a design guide for the development of Watford Junction. It shows how the area can be spatially planned in the future yet is flexible enough to accommodate alternative layouts so long as it achieves the guiding principles and core ambitions of the masterplan as set out in the Site Wide Principles and Development Site Principles. The illustrative masterplan includes a comprehensive development comprising the following uses and approximate floorspaces:

- Residential – 2,777 units (222,154 sqm GEA)
- Employment (73,920 sqm GEA)
- Retail (6,135 sqm GEA)
- Gym (789 sqm GEA)
- Primary Schools 3,000 x 2 sqm GEA)
- Community Uses (1,883 sqm GEA)
- Car Parking – 3,771 spaces (177,274 sqm GEA)

The key elements and characteristics of the masterplan are illustrated in plans and sketches on the following pages. For a detailed breakdown of the illustrative masterplan please refer to Appendix A – Illustrative Masterplan Area Schedule.



Illustrative 3D Massing Model_ View from South-East



Illustrative 3D Massing Model_ Vie from North-East



2.5. LAND USES

2 The illustrative masterplan proposes a mixed use development with a high concentration of employment, retail and leisure uses focused around a new station building and pedestrian bridge. This southern part of the site is to form the commercial heart of Watford Junction and accommodate the car parking that will serve the station.

Moving north through the site, the land use mix changes to predominately residential with supporting community and leisure uses, helping to create a critical mass and integrate the development into the existing context.

Land Uses



2.6 BUILDING HEIGHTS

The illustrative masterplan is of a scale that respects the surrounding building height and capitalises on opportunities for tall buildings. In general, taller buildings are primarily located in the centre of the site or around the station. They are associated with open space or wider roads and/or railway infrastructure. In overall massing steps down to the north and the east.

As per the recently approved policy the masterplan includes three tall buildings of between 16 to 20 floors across the site, distributed across individual development sites, but forming a cluster of taller buildings for the area.

Building Heights



2.7. MOVEMENT HIERARCHY

The illustrative masterplan proposes improvement to the vehicular access to the area. It also includes significant improvements to the quality of environment through reorganising the movement hierarchy to prioritise pedestrian movement and reduce the dominance of the car.

The commercial centre of the development located next to the station benefits from pedestrian only routes.

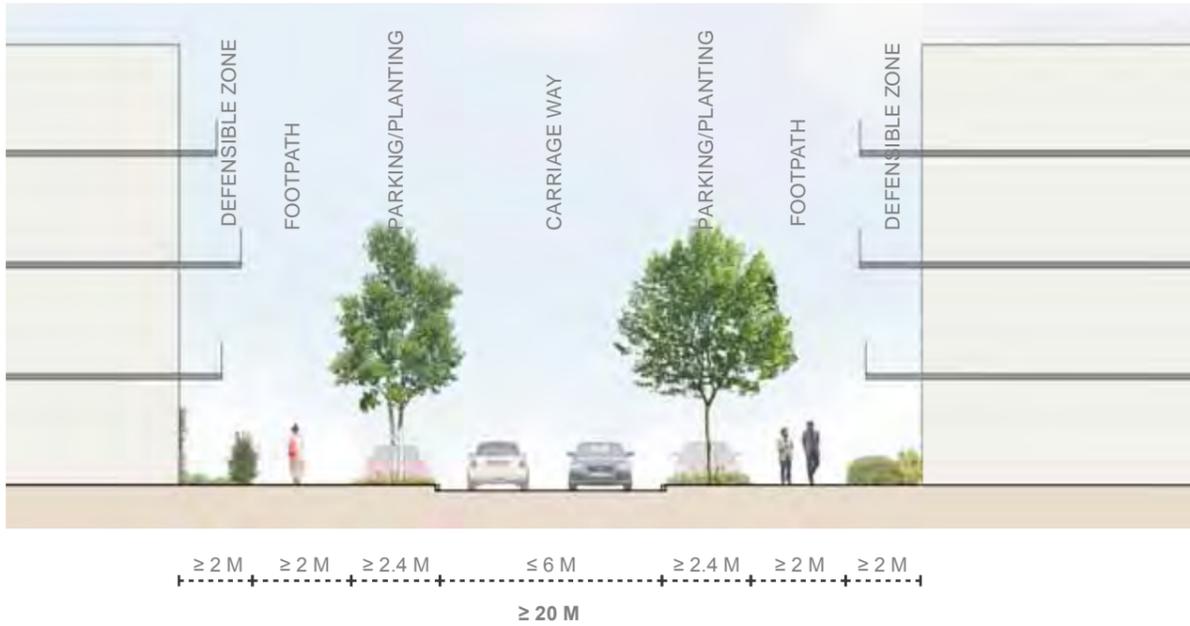
The main vehicular accesses to the site are from St. Alban's Road from west and Colonial Way from east. These roads feeding into a network of primary, secondary routes, shared surfaces and residential mews.

Cross-sections illustrating the characteristics and dimensions of the proposed movement hierarchy are provided on the following pages.

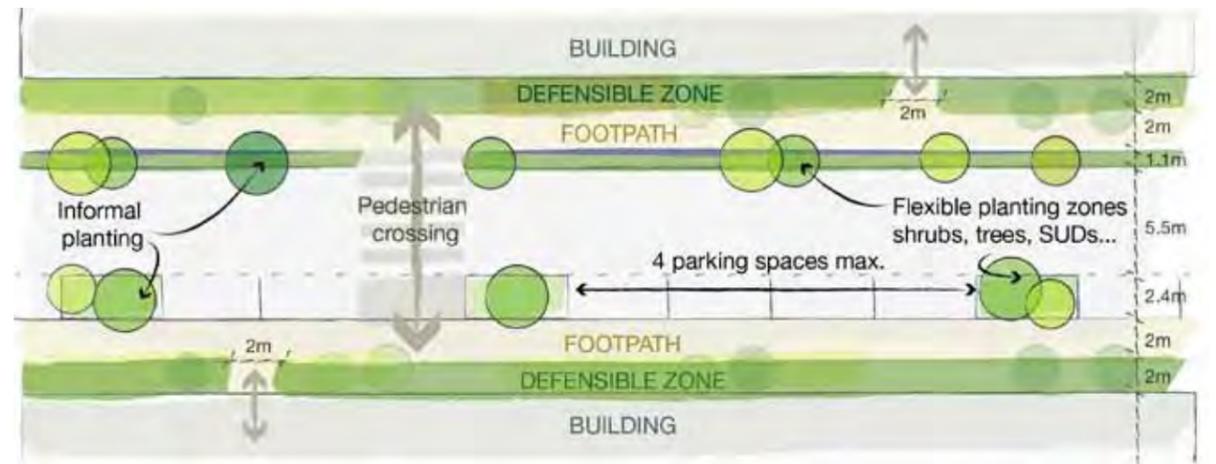
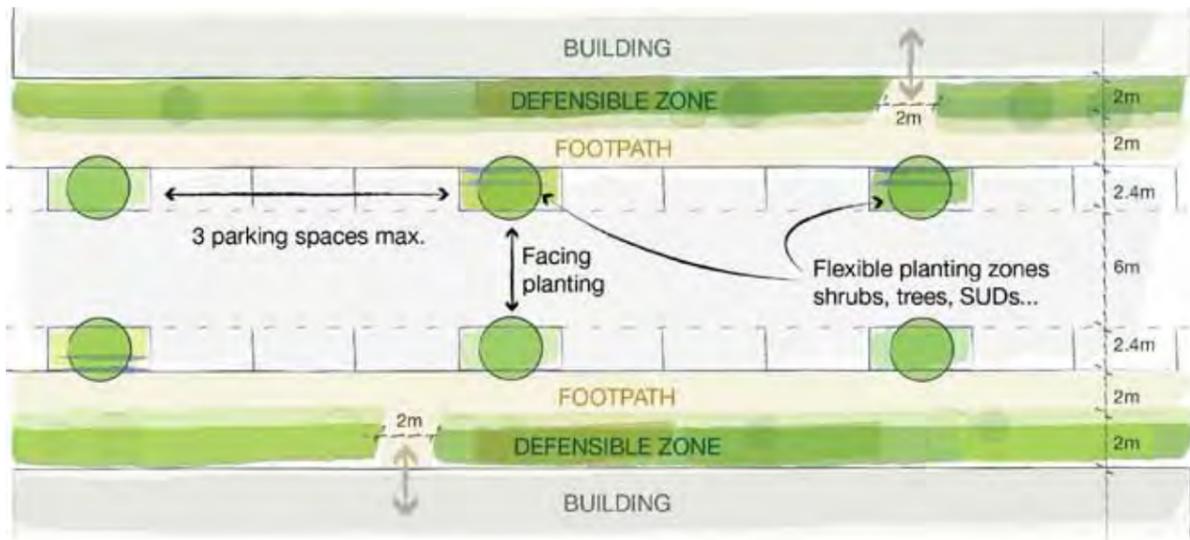
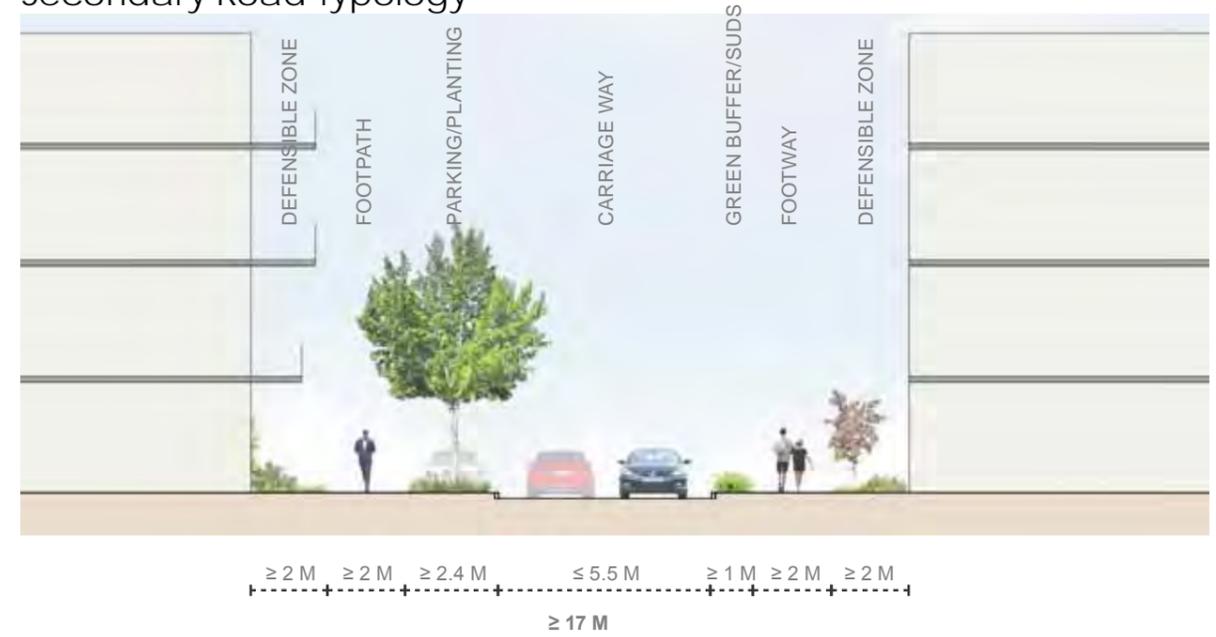
Movement Hierarchy



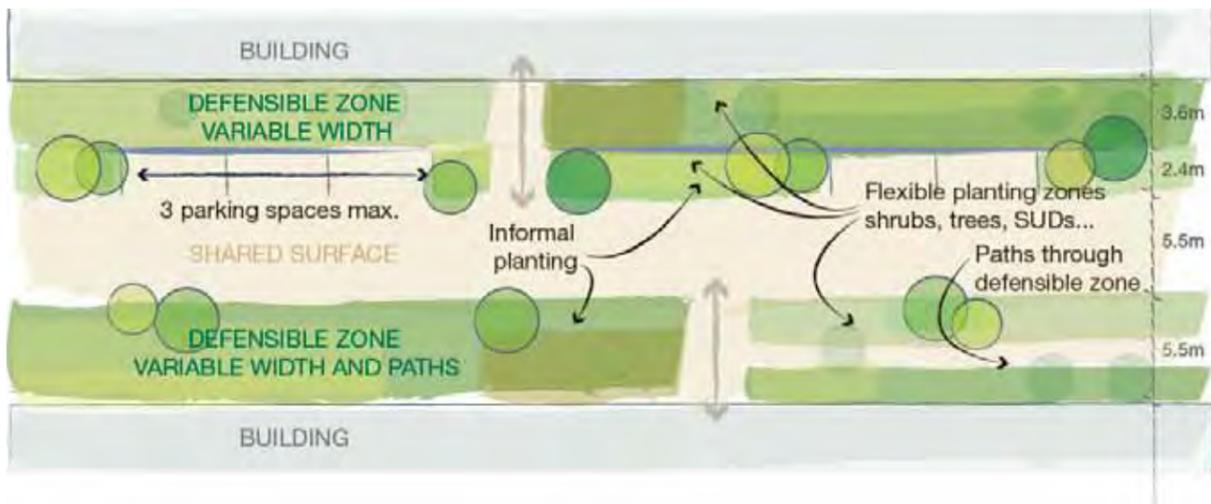
Primary Road Typology



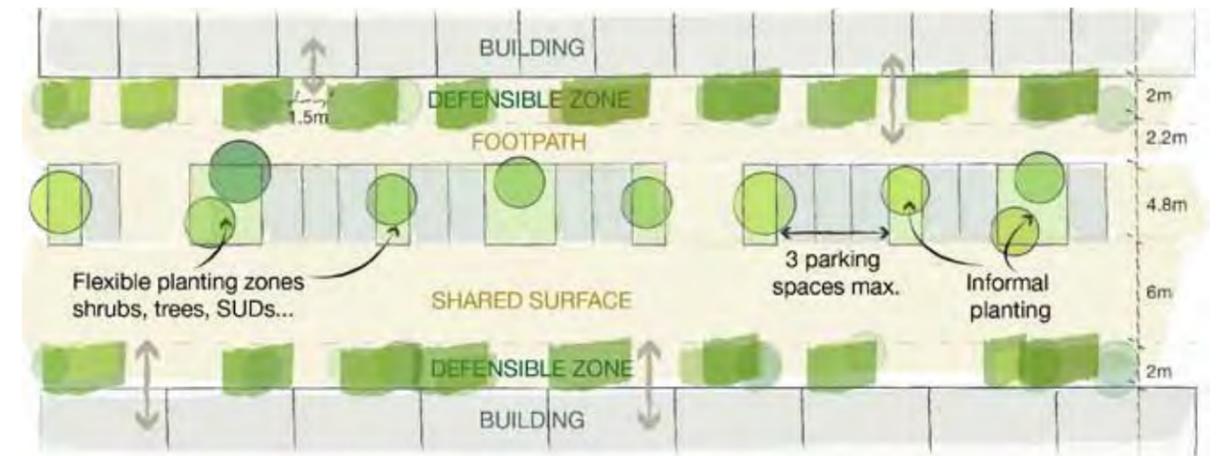
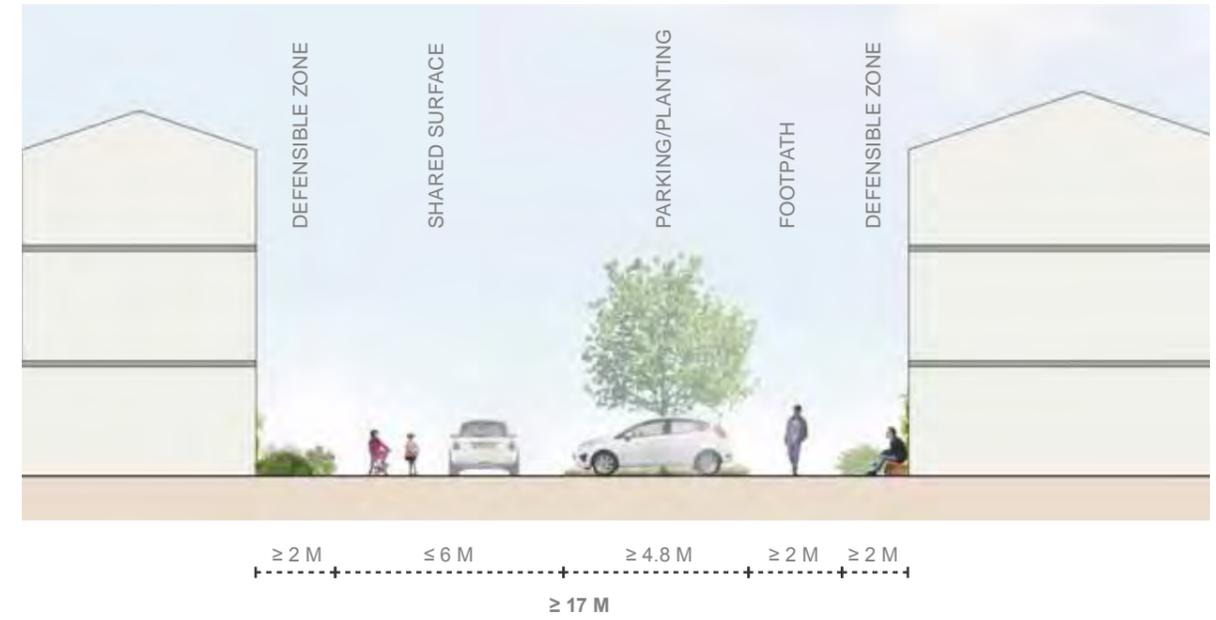
Secondary Road Typology



Shared Surface Road Typology



Residential Mews Typology



2.8. CAR PARKING

One of the objectives for regeneration of the area is the improvement of the railway car parking provision and passengers experience.

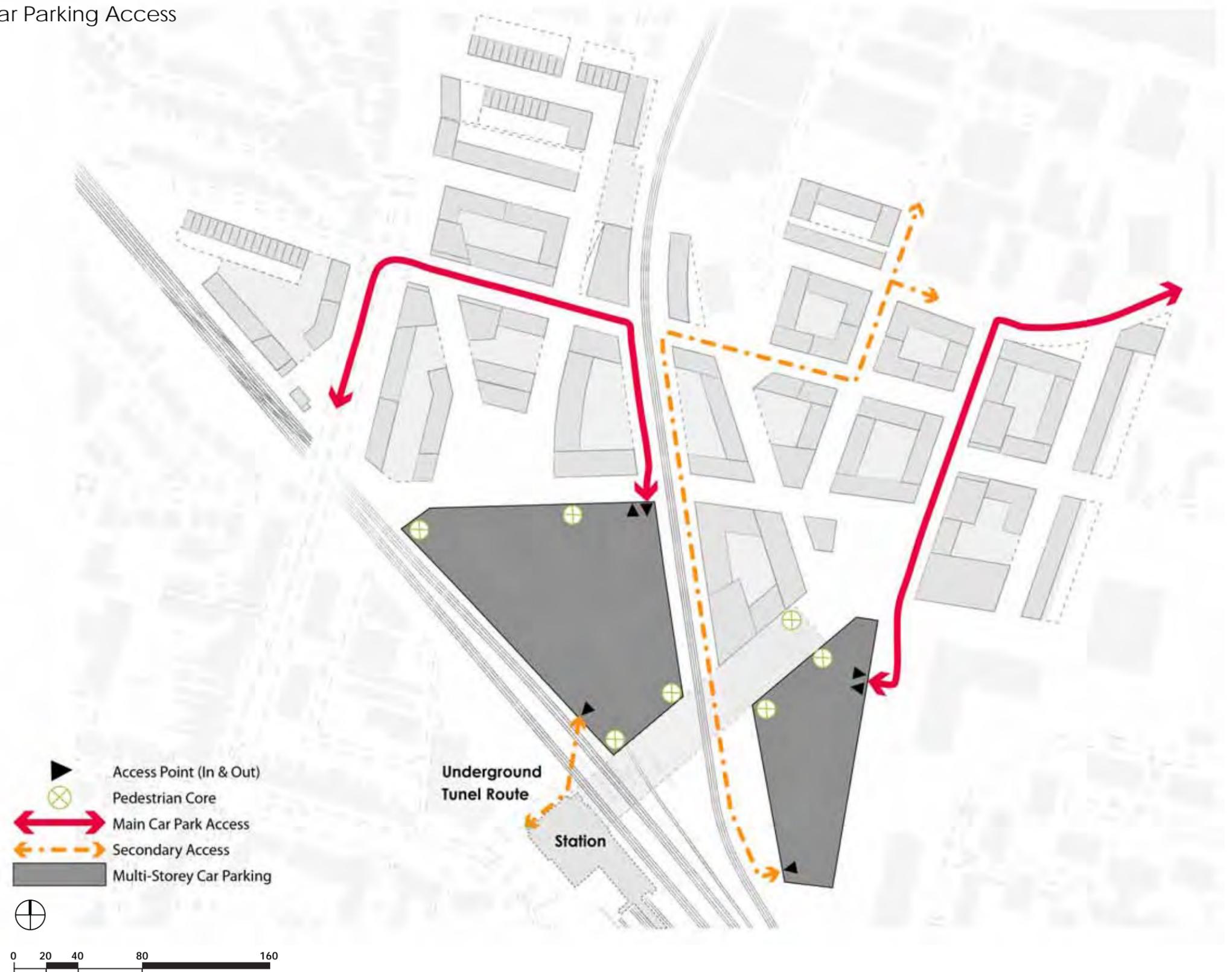
The illustrative masterplan proposes two decked car parks located immediately next to the station, one to the east and one to the west, thus minimising travel time and improving experience.

The location of the car parks and access routes splits the vehicular movements between St. Alban's Road, Colonial Way, Imperial Way and Station Road, limiting impacts on local streets and the highway network.

The diagram to the right indicates the main vehicular routes to the car parks and possible locations for pedestrian entrances / exists, with most of these providing immediate access to the new proposed pedestrian bridge.

The next pages provide also an illustration of how the car parking requirements for residential and commercial space could also be provided in basement, semi-basement and undercroft car parking.

Car Parking Access



2.9. INDICATIVE CAR PARKING LAYOUT

Level -1 _ Underground Parking (-3m.)

Level 0 _ Under Croft Parking (Groundfloor 0m.)



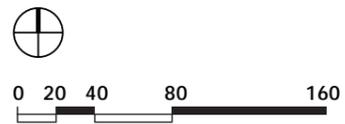
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Level 1 _ Multi- Storey Car Parking (+3m.)



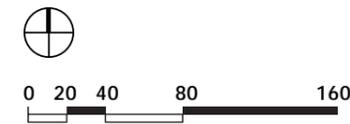
- Public Entrance
- Active Frontage (Retail / Cafe / Community)
- Office / Retail Core
- Buildings
- Courtyards

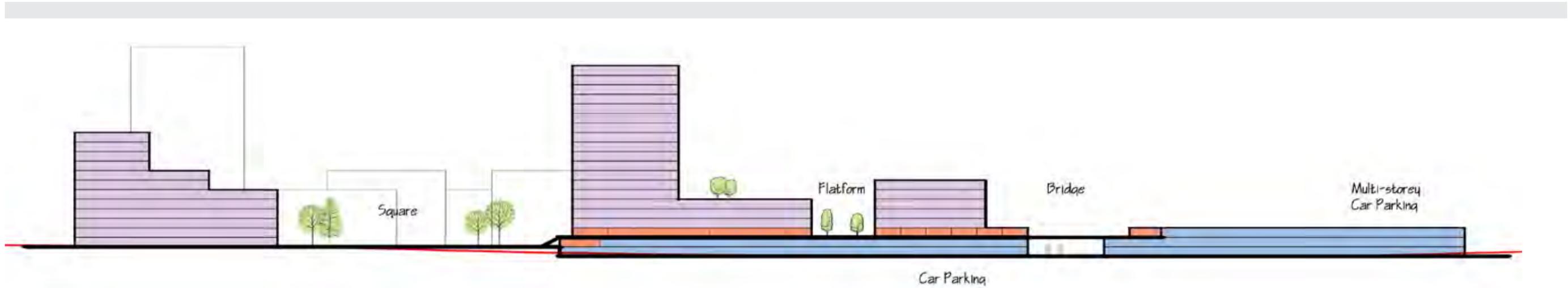


Level 2 _ Multi- Storey Car Parking (+6m.)

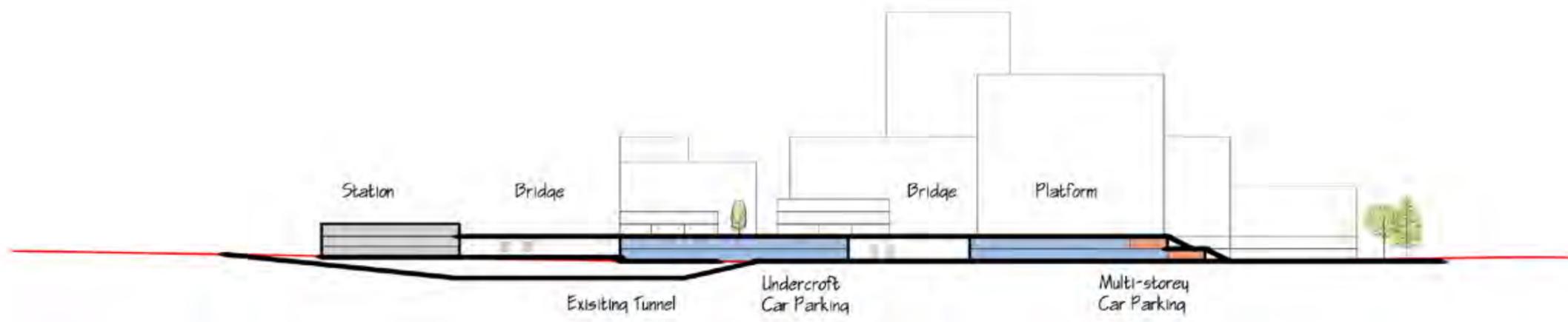


- Active Frontage (Retail / Cafe / Community)
- Office / Retail Core
- Buildings
- Courtyards

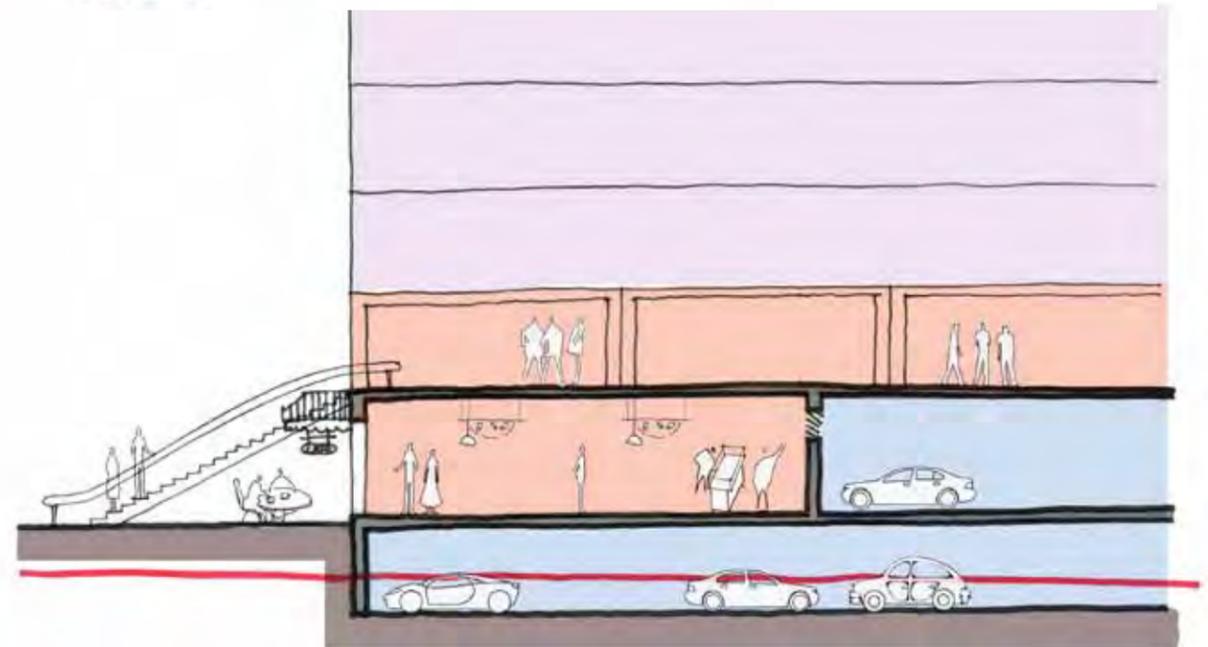




Section A-A



Section B-B



WATFORD JUNCTION : DEVELOPMENT BRIEF

3.0 INDIVIDUAL DEVELOPMENT SITES

- 3.1. Development Sites: Redrow
- 3.2. Development Sites: Hartfield Developments (HSBC)
- 3.3. Development Sites: Network Rail - Watford Junction Station Quarter
- 3.4. Development Sites: Network Rail - Sidings & Depot

3.1. DEVELOPMENT SITES: REDROW

Further to the Site Wide Principles the Development Brief focuses on the following four key development sites:

- Redrow
- Hartfield Developments (HSBC)
- Network Rail - Watford Junction Station Quarter
- Network Rail - Sidings & Depot

These sites have been identified through consultation with landowners and are recognised as key to the development of Watford Junction. Each of these sites are capable of being delivered on a site by site basis, with the guidance set out in the Development Brief seeking to encourage a high quality of design and provide a framework to ensure a cohesive approach to Watford Junction as a whole.

Land Use and Quantum

- Development should consist of primarily residential development with supporting retail and community uses.
- A primary school will be provided to support the residents of the area, comprising one form of entry per 500 new residential units. The school should be developed in consultation with Hertfordshire County Council and could follow an urban typology integrated within a mixed use block, adjacent to an area of public open space.
- Development should not exceed a maximum plot ratio of 2.5 (GEA/Site Area), including all undercroft and above ground car parking.

Transport and Parking

- Opportunities should be explored to create connections to existing residential development at Reeds Crescent to the south and Norbury Avenue to the east.
- Access via Colonial Way should be enhanced through public realm and highway improvements.
- Vehicular access from Colonial Way to the proposed railway car park in the Network Rail development site to the south should be safeguarded.

Scale and Massing

- Development could include one taller building of up to 70 metres in the south west of the development site. This building should respect and form an appropriate relationship with its surroundings, specifically in relation to views, open space, sunlight and daylight and overshadowing.
- Building heights should form a gradual transition from the tallest elements in the south west of the site to the existing low scale development along Reeds Crescent and Colonial Way.

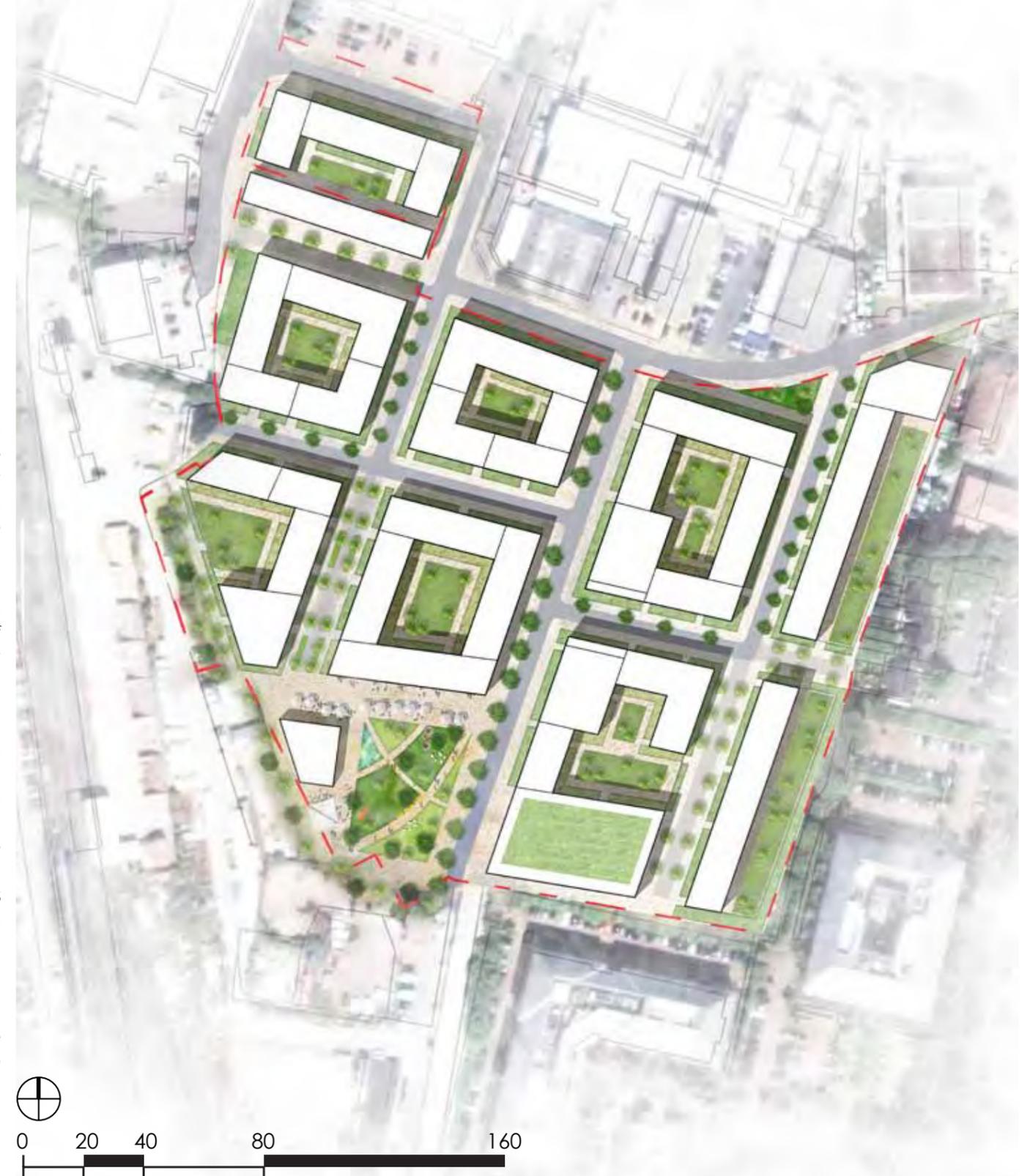
Routes and Spaces

- Create a multi-purpose public green open space in the south of the site, which could accommodate a range of activities including seating, markets or events. This space should be designed to be flexible to accommodate the landing area for a new public pedestrian concourse, greatly improving the site's accessibility to the station and Watford Town Centre.

Infrastructure

- Pedestrian and vehicular routes should be aligned to safeguard potential future connections at grade across the Abbey Line to the west.

Redrow Site in Current Context: Illustrative Masterplan



3D Massing Views



Eye-Level View - Square



3.2. DEVELOPMENT SITES: HARTFIELD DEVELOPMENTS (HSBC)

Land Use and Quantum

- Development should consist of primarily residential development with supporting retail and community uses.
- A primary school will be provided to support the residents of the area, comprising one form of entry per 500 new residential units. The school should be developed in consultation with Hertfordshire County Council and could follow an urban typology integrated within a mixed use block, adjacent to an area of public open space.
- Development should not exceed a maximum plot ratio of 2.5 (GEA/Site Area), including all undercroft and above ground car parking.

Transport and Parking

- Safeguard through route via Penn Road to provide access to the existing and proposed station car park on the Network Rail site to the south.

Scale and Massing

- Development could include one taller building of up to 70 metres in the south of the development site. This building should respect and form an appropriate relationship with its surroundings, specifically in relation to views, open space, sunlight and daylight and overshadowing.
- Building heights should form a gradual transition from the tallest elements in the south of the site to the existing low scale development along St. Alban's Road and to the north of the site.

Routes and Spaces

- Create a multi-purpose public green open space in the south east of the site, which could accommodate a range of activities including seating, markets or events. This space should benefit from direct visual and physical links to St. Alban's Road to the north and Watford Junction Station to the south east.

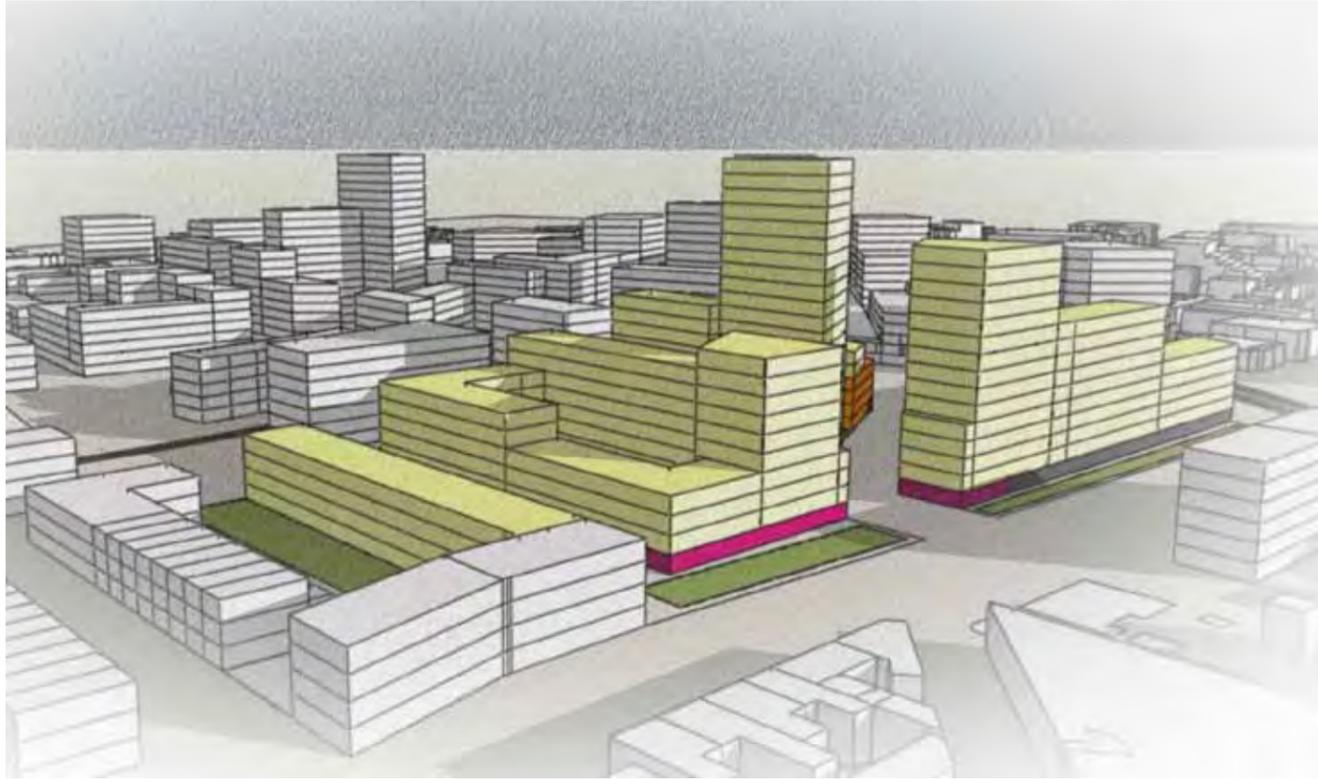
Infrastructure

- Pedestrian and vehicular routes should be aligned to safeguard potential future connections at grade across the Abbey Line to the east.

HSBC Site in Current Context: Illustrative Masterplan



3D Massing Views



Eye-Level View_ Square



3.3. DEVELOPMENT SITES: NETWORK RAIL - WATFORD JUNCTION STATION QUARTER

Network Rail Site in Current Context: Illustrative Masterplan

Land Use and Quantum

- The development site should form the commercial centre of Watford Junction, consisting of primarily office, retail and leisure uses focused around a new train station. Residential and community uses are also appropriate within this site, located on the periphery, integrating with the residential neighbourhoods to be developed within the HSBC and Redrow sites.
- Development should not exceed a maximum plot ratio of 4.3 (GEA/Site Area), including all undercroft and above ground car parking and other structures.

Transport and Parking

- Station car parking should be accommodated within a multi-level deck arrangement, in order to minimise adverse impacts on the quality of the built environment. A flexible approach to the number of parking spaces should be adopted, which balances operational requirements with viability of development.

Scale and Massing

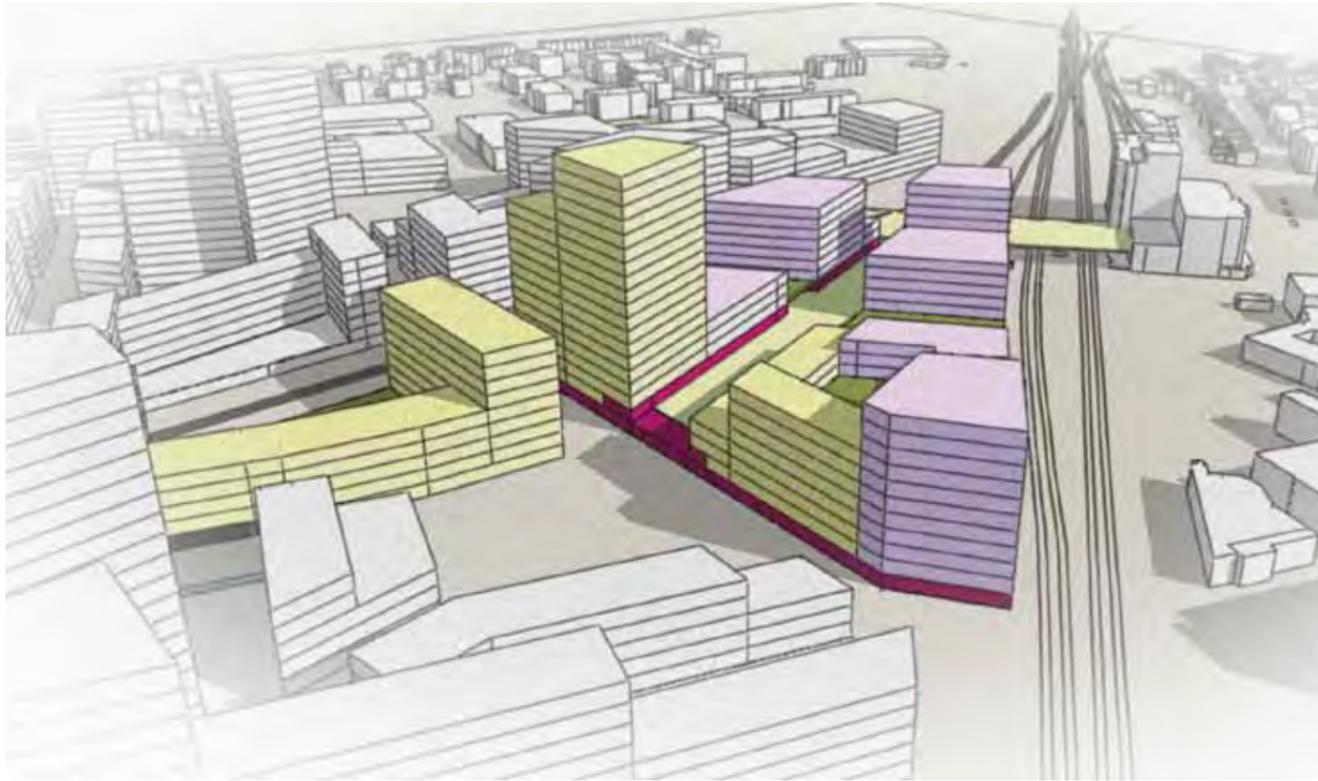
- Development could include one taller building of up to 70 metres. This building should respect and form an appropriate relationship with its surroundings, specifically in relation to views, open space, sunlight and daylight and overshadowing.
- Landmark buildings within this site should help to create an enhanced gateway and announce arrival into Watford.

Routes and Spaces

- Create a new public pedestrian concourse bridge spanning from Station Road to the new public space to be created within the Redrow development site. The bridge should act as open space, accommodating a range of activities and providing access to the new station and retail, leisure and business opportunities.
- The proposed bridge should be linked to the open space to be provided within the HSBC development site via a visual and physical link. This link should be supported by active frontages and secondary open spaces for people to enjoy.



3D Massing Views



Eye-Level View_ Square Towards Multi- Storey Car Parking



3.4. DEVELOPMENT SITES: NETWORK RAIL - SIDINGS & DEPOT

Network Rail Site in Current Context: Illustrative Masterplan

Land use and Quantum

- Mixed use development primarily consisting of residential and business development, with supporting retail, leisure and community uses.
- Development will be required to relocate the Orphanage Way Rail and Aggregates Depot within the local area, in consultation with Hertfordshire County Council and the operator.
- Development should not exceed a maximum plot ratio of 2.8 (GEA/Site Area), including all undercroft and above ground car parking.

Transport and Parking

- Development proposals involving land currently used for railway sidings, should be carried out in consultation with Network Rail and the relevant rail operator.
- Station car parking should be accommodated within a multi-level deck arrangement, in order to minimise adverse impacts on the quality of the built environment. A flexible approach to the number of parking spaces should be adopted, which balances operational requirements with viability of development.

Scale and Massing

- Development should consist of predominately medium to high scale, development with a maximum height of 12 storeys. Tallest elements should be located in the centre of the site forming a cluster with neighbouring tall buildings stepping down to the north.

Routes and Spaces

- Create a new public pedestrian concourse bridge spanning from Station Road to the new public space to be created within the Redrow development site. The bridge should act as open space, accommodating a range of activities and providing access to the new station and retail, leisure and business opportunities



3D Massing Views



Eye _ Level View_ Pedestrian Bridge Towards Square



WATFORD JUNCTION : DEVELOPMENT BRIEF

4.0 NEXT STEPS

- 4.1. Delivery
- 4.2. Future Planning Applications
- 4.3. Consultation

4.1. DELIVERY

Delivery

4 Watford Borough Council will seek to ensure that the redevelopment of Watford Junction is consistent with the vision, objectives and development principles set out in this Development Brief. As Local Planning Authority, Watford Borough Council will work closely with all stakeholders and the local community to deliver an attractive and vibrant development that will meet the needs of Watford, is well designed, and integrated into the surrounding area.

Watford Borough Council acknowledges that delivering the vision and objectives for Watford Junction will require the involvement of a number of developers and landowners to deliver a number of individual schemes, which contribute to the necessary infrastructure to unlock the potential of the site and ensure the creation of a high quality place. Watford Borough Council will use its planning powers to manage development proposals from pre-application discussions through to the discharge of conditions and Section 106, to ensure a high quality comprehensive redevelopment is planned, designed and delivered in line with guidance contained within this Development Brief.

A key part of co-ordinating the planning applications and the delivery of infrastructure will be the development of the Watford Junction Delivery Plan. This plan should identify the strategic priorities, approximate timescales, and the potential delivery partners, with associated likely funding schemes, for the site as a whole and individual development sites.

4.2. FUTURE PLANNING APPLICATIONS

Future Planning Applications

Watford Borough Council recognises the regeneration of Watford Junction will be delivered through multiple planning applications submitted on behalf of individual development plots. Those preparing the planning applications will be encouraged to work in partnership with Watford Borough Council. A Planning Performance Agreement (PPA) may be required by Watford Borough Council to help manage the work streams leading to the preparation of planning applications and the grant of consents.

Key to any development will be comprehensive and effective consultation, including early engagement with local stakeholders and statutory consultees. Discussions with the Watford Borough Council Planning Department will determine the precise suite of documents needed to support individual planning applications but these may include:

- An illustrative masterplan for the whole Watford Junction site, presenting proposals for buildings, spaces, movement and land use in accordance with the development principles set out in this Development Brief. This will be key to demonstrating how individual development proposals will tie in to the future development of the whole site.
- An Environmental Statement, reporting the effects and mitigation identified through the Environmental Impact Assessment.
- Planning Statement.
- Design and Access Statement.
- Heritage Statement.
- Desktop Archaeological Survey.
- Socio-economic Statement.
- Ground Contamination Assessment.
- Details of services and utilities capacity to accommodate development.
- Construction Environmental Management Plan,

including phasing.

- Transport Assessment.
- Landscape and Open Space Strategy.
- A Flood Risk Assessment.
- A Drainage Strategy.
- A Waste Management Strategy.
- A Retail Assessment.
- Planning obligations and conditions.
- Statement of Community Involvement.

4.3. CONSULTATION

The Draft Development Brief is now being published for a period of **[INSERT]** weeks consultation, so that the local community and stakeholders can review the document in detail and provide feedback on the proposals.

Please let us know your views; what you like or dislike about the proposals, what you would like to see changed and your ideas for any improvements.

The closing time for receiving comments is **[INSERT]**. Once the consultation is ended, the feedback on the draft will be reviewed and amendments will be made where necessary before the development brief is approved by Watford Borough Council.

[INSERT GUIDANCE ON WHERE THE DOCUMENT CAN BE VIEWED AND HOW COMMENTS CAN BE SUBMITTED]

WATFORD JUNCTION : DEVELOPMENT BRIEF

APPENDIX

5.1. Area Schedule

5.1. AREA SCHEDULE

The illustrative masterplan includes a comprehensive development comprising the following:

Densities in the Various Ownership Sites

Gross Residential Density				Habitable Rooms						Residential Density		TOTAL GEA (m2)	Plot Ratio (GEA/Site Area)
Site	Site Area (m2)	Units	Density (units/ha)	Housing MIX	1Room 10%	2Rooms 30%	3Rooms 45%	4Rooms 10%	5Rooms 5%	Habitable Rooms	Density (hab.rooms/ha)		
Redrow	42,476	1043	246	Units	104	313	470	104	52	2817	663	105,554	2.5
HSBC	25,243	622	246		62	187	280	62	31	1680	665	61,060	2.4
Network Rail 1	27,431	521	190		52	156	234	52	26	1406	513	117,693	4.3
Network Rail 2	35,212	313	89		31	94	141	31	16	844	240	96,959	2.8
Additional	22,389	278	124		28	83	125	28	14	750	335	22,890	1.0
Total	152,751	2777	-	Total	278	833	1250	278	139	7498	-	404,155	-



Development Measurements, Provided Units & Parking Spaces

Site Name	Block Number	Use	Development Measurements					Parking						Residential Area			Employment Area		School	
			Plot Area	Plot Coverage Groundfloor (sqm.)	Building Footprint	Building GEA	Floor Number	Total GEA	Undercroft GEA	Active Frontages GEA	Cores GEA	Underground GEA	Multi Storey Parking	On Street & On Plot Parking	Car Parking Spaces	Total Resi GEA	Resi Units	Resi Parking Ratio	Total Employment GEA	Employment Parking Spaces
Redrow	1	Residential	958.3	637.75	637.75	2551.00	4	2,551.00	-	-	-	-	-	-	2551.00	32	0.40	-	-	-
	2	Residential	2,483.93	2,483.93	1,817.25	9644.74	5 to 8	12,128.67	2,278.66	-	205.27	-	-	79	9644.74	121	0.65	-	-	-
	3	Residential	2,254.33	2,254.33	1,707.90	8244.22	4 to 8	10,498.55	2,030.77	-	223.56	-	-	71	8244.22	103	0.69	-	-	-
	4	Residential	3,640.36	3,406.15	2,408.68	14202.35	4 to 12	17,608.50	3,112.50	-	293.65	-	-	108	14202.35	178	0.61	-	-	-
	5	Residential	2,552.13	1,720.70	1,395.65	5026.85	4 to 6	6,747.55	1,458.20	-	262.5	-	-	54	5026.85	63	0.87	-	-	-
	6	Residential	1,878.40	1,274.70	957.17	2871.51	4	4,146.21	1,149.70	-	125	-	-	32	2871.51	36	0.89	-	-	-
	7	Residential & Education	4,090.60	4,090.60	2,963.81	12285.86	2 to 11	14,863.22	1,997.81	351.9	227.65	-	-	67	9259.37	116	0.58	-	-	3000
	8	Residential	3,118.46	3,118.46	2,120.74	13789.58	6 to 10	16,908.04	2,189.10	620.26	309.1	-	-	76	13789.58	172	0.44	-	-	-
	9	Residential	2,220.45	2,220.45	1,383.60	17881.51	7 to 20	20,101.96	1,880.44	110.56	229.45	-	-	67	17881.51	224	0.30	-	-	-
HSBC	10	Residential	1924.25	956.44	956.44	3825.76	4	3825.76	-	-	-	-	19	3825.76	48	0.40	-	-	-	
	11	Residential	3491.18	3491.18	2443.29	13677.00	4 to 10	17,168.18	2,802.08	238.1	451	-	100	13677.00	171	0.59	-	-	-	
	12	Residential & Education	2631.93	1744.78	1744.78	17386.24	4 to 20	17386.24	-	676.95	125	2500.33	83	13877.49	173	0.48	-	-	3000	
	13	Residential	4291.43	4291.43	2414.83	18388.01	4 to 15	22679.44	3,027.92	779.35	484.16	-	112	18388.01	230	0.49	-	-	-	
Network Rail Station Carpark	14	Residential	1019.19	1019.19	1019.19	6115.14	7	7134.33	807.88	-	211.31	-	32	6115.14	76	0.42	-	-	-	
	15	Residential	3816.24	3816.24	2301.99	14140.33	6 to 10	17956.57	3,275.54	540.7	423.4	-	109	14140.33	177	0.62	-	-	-	
	16A	Employment & Residential & 2 Storey Car Parking	-	-	3241.89	18519.09	5 to 12	16089.30	16089.30	2426.16	19805.08	4 to 20	30570	1019	5428.21	68	0.25	12741.73	85	-
	16B		-	-	1832.48	12664.83	5 to 12			898.77	71.45	2857.61			19					
	16C	-	-	1358.27	9434.76	5 to 10	716.3			68.43	11880.10	79								
	16D	Employment	-	-	16089.30	16089.30	2			573.36	100.4	8760.99			58					
16E	Car Parking	-	-	16089.30	16089.30	2	831.88			81.91	-	-								
17	Residential	2501.17	2501.17	1477.00	8664.16	6 to 8	11165.33			2,006.52	-	494.65			-	67	8664.16	108	0.62	
Network Rail Sidings & Depot	18	Employment & Residential	4440.82	4440.82	3511.11	26987.67	6 to 12	31428.49	3,125.09	655.28	660.45	-	126	13132.32	164	0.22	13429.32	90	-	
	19A	Employment	-	-	889.79	8008.11	9	-	-	273.35	-	-	-	-	-	-	7858.53	79	-	
	19B	Employment	7837.16	7837.16	3927.09	16875.96	2 to 4	46615.96	-	-	278.15	-	688	-	-	-	16391.92	164	-	
	19C	Car Parking	-	-	6947.37	13894.73	3	-	-	408.21	-	-	-	-	-	-	-	-	-	
	20	Residential	962.45	645.02	645.02	3225.10	5	3225.10	-	-	-	-	12	3225.10	40.31	0.30	-	-	-	
Additional Sites	21	Residential	5683.04	2549.52	2549.52	8447.75	2 to 6	8447.75	-	-	-	-	42	8447.75	106	0.40	-	-	-	
	22	Residential	281.94	281.94	281.94	1127.76	4	1127.76	-	152.6	-	-	5	975.16	12	0.40	-	-	-	
	23	Residential	643.71	298.52	298.52	1194.08	4	1194.08	-	-	-	-	6	1194.08	15	0.40	-	-	-	
	24	Residential	1652.58	967.91	967.91	2903.73	3	2903.73	-	-	-	-	15	2903.73	36	0.40	-	-	-	
	25	Residential	1500	720.00	720.00	2160.00	3	2160.00	-	-	-	-	11	2160.00	27	0.40	-	-	-	
	26	Residential	790.77	360.00	360.00	1080.00	5 to 7	1080.00	-	-	-	-	5	1080.00	14	0.40	-	-	-	
	27	Residential	750.04	646.52	520.33	1560.99	4	2207.51	454.53	-	50.24	-	16	1702.74	21	0.75	-	-	-	
	28	Residential	1547.86	1064.27	1064.27	3768.95	3 to 4	3768.95	-	-	-	-	19	3768.95	47	0.40	-	-	-	
Bridge	-	-	2261.81	2261.81	2261.81	4523.62	2	4,523.62	-	-	-	-	143	-	-	-	-	-	-	
Total	-	-	85765.97	77,190.29	77,642.85	340965.77	-	404,154.86	31596.74	8176.72	5570.49	2500.33	55512	-	3197	-	-	73920.2	574	6000

Redrow Site Proposed Development:

Total Redrow Site (Overall):

Residential, Educational & Retail Uses	
Total Redrow Area:	42,476 sq.m.
Plots Area:	23,197 sq.m.
Total GEA:	105,554 sq.m.
Residential GEA:	83,471 sq.m.
Total Residential Units:	1043
UnderCroft CP GEA:	16,097 sq.m.
Total Car Parking Spaces:	567
Educational GEA:	3,000 sq.m.
Active Groundfloor Uses GEA:	1,083 sq.m.

Plot 1

Residential Use	
Plot Area:	958 sq.m.
Total GEA:	2,551 sq.m.
Residential GEA:	2,551 sq.m.
Residential Units:	32
Car Parking Spaces (on street):	13
Building Height:	4 floors

Plot 2

Residential Use	
Plot Area:	2,484 sq.m.
Total GEA:	12,129 sq.m.
Residential GEA:	9,645 sq.m.
Residential Units:	121
UnderCroft CP GEA:	2,279 sq.m.
Car Parking Spaces:	79
Building Height:	5 to 8 floors

Plot 3

Residential Use	
Plot Area:	2,254 sq.m.
Total GEA:	10,498 sq.m.
Residential GEA:	8,244 sq.m.
Residential Units:	103
UnderCroft CP GEA:	2,031 sq.m.
Car Parking Spaces:	71
Building Height:	4 to 8 floors

Plot 4

Residential Use	
Plot Area:	3,640 sq.m.
Total GEA:	17,608 sq.m.
Residential GEA:	14,202 sq.m.

Residential Units:	178
UnderCroft CP GEA:	3,113 sq.m.
Car Parking Spaces:	108
Building Height:	4 to 12 floors

Plot 5

Residential Use	
Plot Area:	2,552 sq.m.
Total GEA:	6,747 sq.m.
Residential GEA:	5,027 sq.m.
Residential Units:	63
UnderCroft CP GEA:	1,458 sq.m.
Car Parking Spaces:	54
Building Height:	4 to 6 floors

Plot 6

Residential Use	
Plot Area:	1,878 sq.m.
Total GEA:	4,146 sq.m.
Residential GEA:	2,871 sq.m.
Residential Units:	36
UnderCroft CP GEA:	1,150 sq.m.
Car Parking Spaces:	32
Building Height:	4 floors

Plot 7

Residential, Educational & Retail Uses	
Plot Area:	4,091 sq.m.
Total GEA:	14,863 sq.m.
Residential GEA:	9,259 sq.m.
Residential Units:	116
UnderCroft CP GEA:	1,998 sq.m.
Car Parking Spaces:	67
Active Groundfloor Uses GEA:	352 sq.m.
School GEA:	3,000 sq.m.
Building Height:	2 to 11 floors

Plot 8

Residential & Retail Uses	
Plot Area:	3,118 sq.m.
Total GEA:	16,908 sq.m.
Residential GEA:	13,790 sq.m.
Residential Units:	172
UnderCroft CP GEA:	2,189 sq.m.
Car Parking Spaces:	76
Active Groundfloor Uses GEA:	620 sq.m.
Building Height:	6 to 10 floors

Plot 9

Residential & Retail Uses	
Plot Area:	2,220 sq.m.
Total GEA:	20,102 sq.m.
Residential GEA:	17,881 sq.m.
Residential Units:	224
UnderCroft CP GEA:	1,880 sq.m.
Car Parking Spaces:	67
Active Groundfloor Uses GEA:	111 sq.m.
Building Height:	7 to 20 floors

Additional Site - Plot 27

Residential Use	
Plot Area:	1,548 sq.m.
Total GEA:	3,769 sq.m.
Residential GEA:	3,769 sq.m.
Residential Units:	47
Car Parking Spaces (on street):	19
Building Height:	3 to 4 floors

Note: -average unit 80 sq.m.
-average car parking space 30 sq.m.

General Masterplan



Height Development



HSBC Site Proposed Development:

Total HSBC Site (Overall):

Residential, Educational & Retail Uses

Total HSBC Area:	25,243 sq.m.
Plots Area:	12,339 sq.m.
Total GEA:	61,060 sq.m.
Residential GEA:	49,768 sq.m.
Total Residential Units:	622
Undercroft CP GEA:	5,830 sq.m.
Underground CP GEA:	2,500 sq.m.
Total Car Parking Spaces:	314
Educational GEA:	3,000 sq.m.
Active Groundfloor Uses GEA:	1,694 sq.m.

Plot 10

Residential Use

Plot Area:	1,924 sq.m.
Total GEA:	3,826 sq.m.
Residential GEA:	3,826 sq.m.
Residential Units:	48
Car Parking Spaces:	19
(on the street car parking provision)	
Building Height:	4 floors

Plot 11

Residential & Retail Uses

Plot Area:	3,491 sq.m.
Total GEA:	17,168 sq.m.
Residential GEA:	13,809 sq.m.
Residential Units:	171
Undercroft CP GEA:	2,802 sq.m.
Car Parking Spaces:	100
Active Groundfloor Uses GEA:	238 sq.m.
Building Height:	4 to 10 floors

Plot 12

Residential, Educational & Retail Uses

Plot Area:	2,632 sq.m.
Total GEA:	17,386 sq.m.
Residential GEA:	13,877 sq.m.
Residential Units:	173
Underground CP GEA:	2,500 sq.m.
Car Parking Spaces:	83
Active Groundfloor Uses GEA:	677 sq.m.
School GEA:	3,000 sq.m.
Building Height:	4 to 20 floors

Plot 13

Residential & Retail Uses

Plot Area:	4,291 sq.m.
Total GEA:	22,679 sq.m.
Residential GEA:	18,388 sq.m.
Residential Units:	230
Undercroft CP GEA:	3,028 sq.m.
Car Parking Spaces:	112
Active Groundfloor Uses GEA:	779 sq.m.
Building Height:	4 to 15 floors

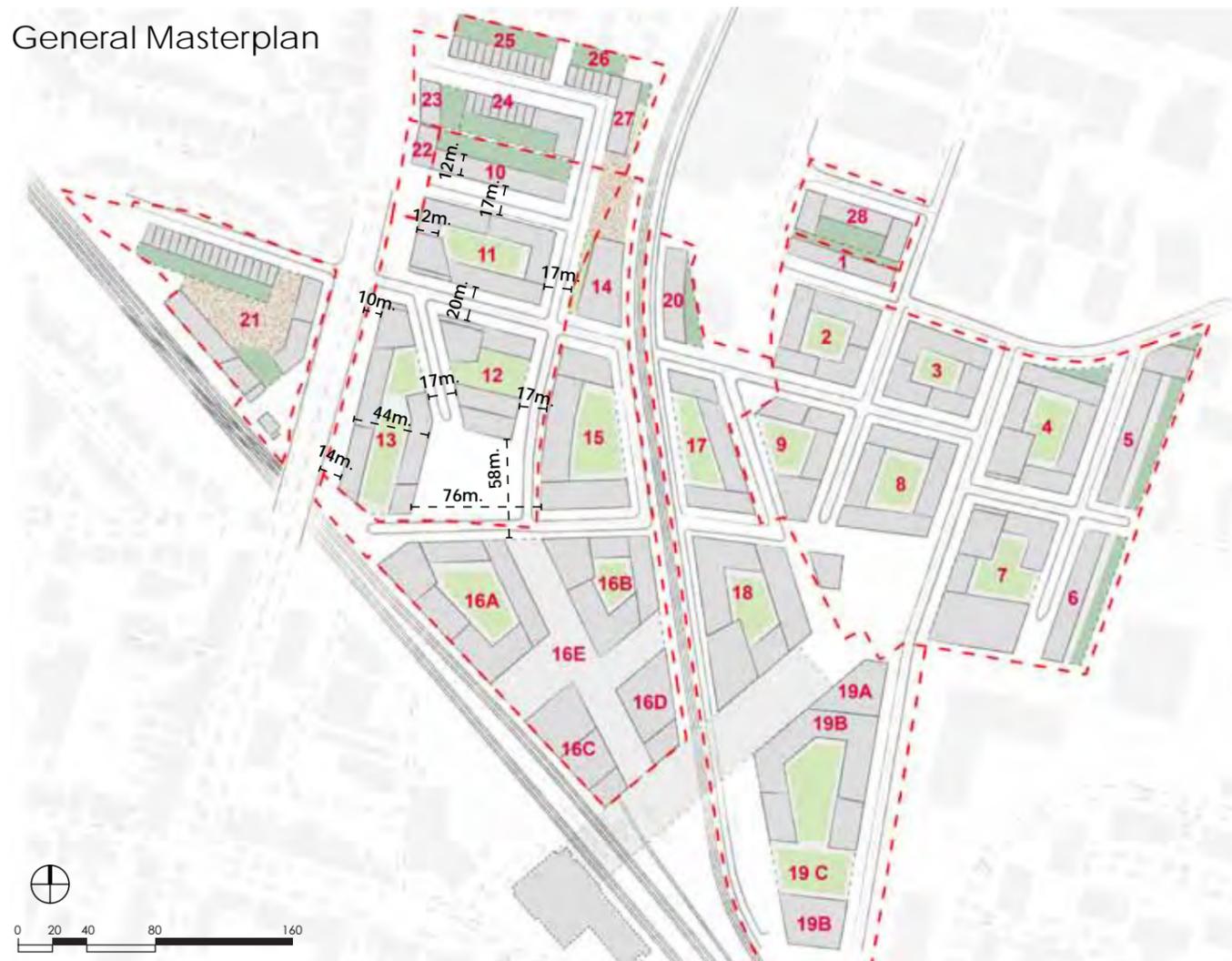
Additional Site:

Plot 22

Residential Use	
Plot Area:	282 sq.m.
Total GEA:	1,128 sq.m.
Residential GEA:	975 sq.m.
Residential Units:	12
Car Parking Spaces:	5
(on the street car parking provision)	
Active Groundfloor Uses GEA:	153 sq.m.
Building Height:	4 floors

Note: -average unit 80 sq.m.
-average car parking space 30 sq.m.

General Masterplan



Height Development



**Network Rail - Watford Junction Station Quarter
Proposed Development:**

Total Network Rail Station Carpark Site (Overall):
Residential, Employment & Retail Uses

Total Network Rail Station Car parking Area:	27,431 sq.m.
Plots Area:	20,925 sq.m.
Total GEA:	117,693 sq.m.
Residential GEA:	41,661 sq.m.
Total Residential Units:	521
Employment GEA:	36,240 sq.m.
Undercroft CP GEA:	4,083 sq.m.
Multi-Storey CP GEA:	30,570 sq.m.
Total Car Parking Spaces:	1160
Employment Car Parking Spaces:	242
Active Groundfloor Uses GEA:	3,910 sq.m.

Plot 14

Residential Use	
Plot Area:	1,019 sq.m.
Total GEA:	7,134 sq.m.
Residential GEA:	6,115 sq.m.
Residential Units:	76
Undercroft CP GEA:	808 sq.m.
Car Parking Spaces:	32
Building Height:	7 floors

Plot 15

Residential & Retail Uses	
Plot Area:	3,816 sq.m.
Total GEA:	17,957 sq.m.
Residential GEA:	14,140 sq.m.
Residential Units:	177
Undercroft CP GEA:	3,275 sq.m.
Car Parking Spaces:	109
Active Groundfloor Uses GEA:	238 sq.m.
Building Height:	6 to 10 floors

Plot 16

Residential, Employment & Retail Uses	
Plot Area:	16,089 sq.m.
Total GEA:	18,194 sq.m.
Residential GEA:	21,405 sq.m.
Residential Units:	268
Employment GEA:	36,240 sq.m.
Multi-Storey CP GEA:	30,570 sq.m.
Total Car Parking Spaces:	1019
Employment Car Parking Spaces:	242
Active Groundfloor Uses GEA:	3,369 sq.m.
Building Height:	4 to 20 floors

Note: -average unit 80 sq.m.
-average car parking space 30 sq.m.

General Masterplan



Height Development



Network Rail Station Sidings & Depot Site

Proposed Development:

Total Network Rail Sidings & Depot Site (Overall):

Residential, Employment & Retail Uses

Total Network Rail Sidings & Depot Area:	35,212 sq.m.
Plots Area:	18,003 sq.m.
Total GEA:	96,958 sq.m.
Residential GEA:	25,022 sq.m.
Total Residential Units:	313
Employment GEA:	37,680 sq.m.
UnderCroft CP GEA:	5,157 sq.m.
Multi-Storey CP GEA:	20,645 sq.m.
Total Car Parking Spaces:	1037
Multi-Storey Car Parking Spaces:	831
Employment Car Parking Spaces:	332
Active Groundfloor Uses GEA:	1,337 sq.m.

Plot 17

Residential Use

Plot Area:	2,501 sq.m.
Total GEA:	11,165 sq.m.
Residential GEA:	8,664 sq.m.
Residential Units:	108
UnderCroft CP GEA:	2,031 sq.m.
Car Parking Spaces:	68
Building Height:	6 to 8 floors

Plot 18

Residential, Employment & Retail Uses

Plot Area:	4,441 sq.m.
Total GEA:	31,428 sq.m.
Residential GEA:	13,132 sq.m.
Residential Units:	164
Employment GEA:	13,429 sq.m.
UnderCroft CP GEA:	3,125 sq.m.
Total Car Parking Spaces:	126
Employment Car Parking Spaces:	90
Active Groundfloor Uses GEA:	655 sq.m.
Building Height:	6 to 12 floors

Plot 19

Employment & Retail Uses

Plot Area:	7,837 sq.m.
Total GEA:	46,616 sq.m.
Employment GEA:	24,250 sq.m.
Multi-Storey CP GEA:	20,645 sq.m.
Total Car Parking Spaces:	688
Employment Car Parking Spaces:	243
Active Groundfloor Uses GEA:	682 sq.m.
Building Height:	5 to 9 floors

Plot 20

Residential Use

Plot Area:	962 sq.m.
Total GEA:	3,225 sq.m.
Residential GEA:	3,225 sq.m.
Residential Units:	40
Car Parking Spaces (on street):	12
Building Height:	5 floors

Bridge Part

Multi-Storey Car Parking

Plot Area:	2,262 sq.m.
Total GEA:	4,523 sq.m.
Multi-Storey Car Parking GEA:	4,523 sq.m.
Car Parking Spaces:	143
Building Height:	2 floors

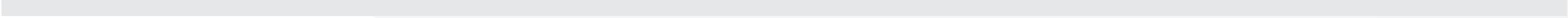
Note: -average unit 80 sq.m.
-average car parking space 30 sq.m.

General Masterplan



Height Development





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