

# INTRODUCTION

Welcome to today's public exhibition on our updated design proposals for the St John's Wood Square Project. The purpose of the exhibition is to enable you to view, and comment upon, a series of design amendments which we have made to the scheme since it was granted planning permission by Westminster City Council in 2015.



These design amendments will be submitted to the City Council as part of a S73 planning application later in the year, along with a suite of updated supporting documentation including further details on how we will be undertaking the construction phase.

### What is a S73 application?

This is an application made under section 73 of the Town and Country Planning Act 1990 which seeks to vary or remove conditions associated with a planning permission. One of the uses of a section 73 application is to seek a minor material amendment, where there is a relevant condition that can be

varied. It is in this context that we have agreement from the City Council that our proposed changes can be included within the form of a S73 application.

### Project update

Following the granting of planning permission in 2015 the project team have undertaken further investigation works on site, including archaeological work undertaken by MOLA (Museum of London Architecture), as well as soft stripping the buildings on the site and the removal of the render from the exterior of the Grade II listed Riding School.

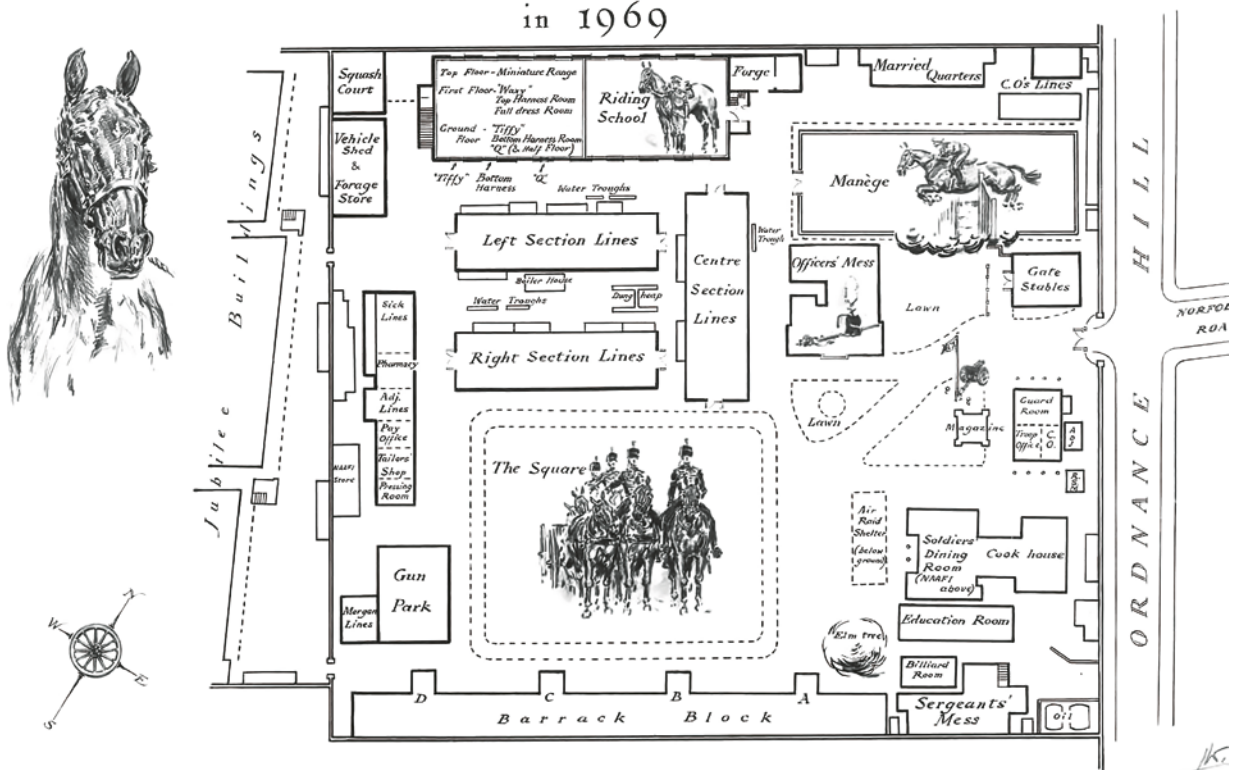
### Why are design changes required?

Whilst the consented scheme is of a very high quality, the evolution of detailed design by Squire & Partners has led to certain improvements being proposed. The intent being to further refine and enhance the scheme in line with the vision to create a high quality, family-orientated development, which is in keeping with the St John's Wood area.

# SITE HISTORY

St John's Wood Barracks, formerly St John's Wood Farm, provided residence to the King's Troop, Royal Horse Artillery (and antecedents) who occupied the Barracks between 1810 and 2012.

Sketch Plan of ST. JOHN'S WOOD BARRACKS  
in 1969



The site's relationship with the military dates back to 1804 when land was first leased to a Cavalry Unit. In 1804 the horses and drivers of a brigade artillery, stationed in St James's Park, were moved to a billet at St John's Wood Farm. In 1810 the brigade in its entirety was moved to St John's Wood.

In 1823 the Cavalry Riding Establishment was relocated to St John's Wood from Pimlico. The purpose-built Riding School, which will be retained as part of the

development, was completed in 1825 to encourage 'one uniform system of Equitation' throughout the cavalry.

In 1832 the cavalry transferred to Maidstone and the Barracks became the new Recruit Depot for the foot guards.

In 1876 the infantry were moved out to make way for the cavalry who used St John's Wood Barracks while their Knightsbridge quarters were being rebuilt.

A horse artillery battery moved on to the site in 1880 and a cavalry presence was maintained on the site until 2012.

A large amount of the Barracks was rebuilt between 1969 and 1972, including the majority of the current buildings on the site. In 2012, the King's Troop moved to their new, purpose-built, home in Woolwich when the site was deemed by the MoD to be surplus to requirements.



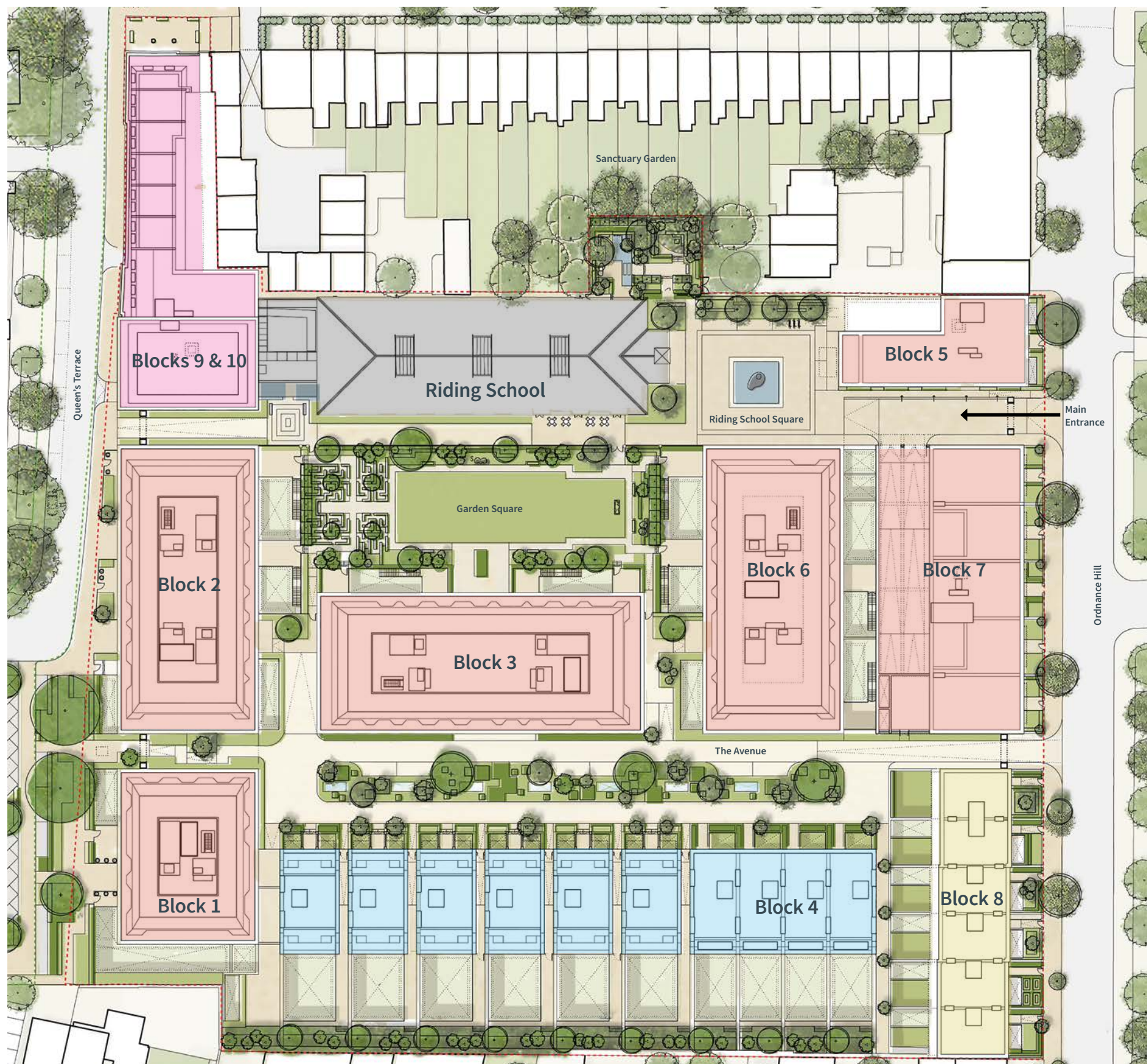
# CONSENTED SCHEME

The 2015 planning permission provides for the following:

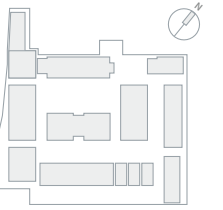
- Demolition of the existing buildings on site, with the exception of the Riding School
- The creation of 163 new homes contained within 8 apartment blocks and 16 individual houses, comprising 104 private homes and 59 affordable homes. In addition, a further 41 affordable homes will be provided in Marylebone.
- The provision of retail (A1 - Shop; A3 - Restaurant and Cafe) units and community (D1) use space at ground floor level behind the retained façade at 1-7 Queen's Terrace
- A private leisure facility to be housed in the retained Riding School
- The creation of landscaped areas, including:
  - A new garden square for resident use adjacent to the Riding School
  - Landscape and garden enhancements to improve the streetscape on Ordnance Hill
  - A new pedestrian access route connecting Queen's Terrace and Ordnance Hill past the Riding School and Garden Square

**Key:**

- Apartments
- Villas
- Townhouses
- Retail / Community / Affordable Housing
- Riding School







# DESIGN EVOLUTION



Architects Squire & Partners have carried out a design review of the consented scheme to enhance the external appearance of the individual buildings whilst ensuring that the masterplan layout and landscaping strategy are still in accordance with our vision for the site.

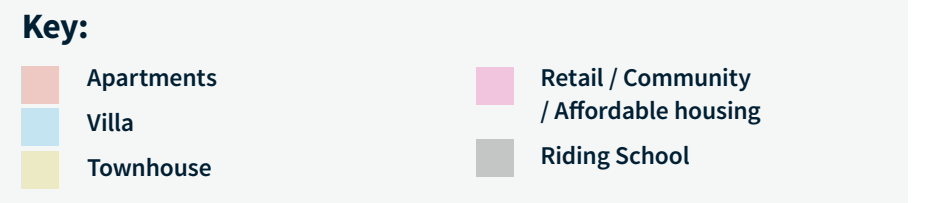
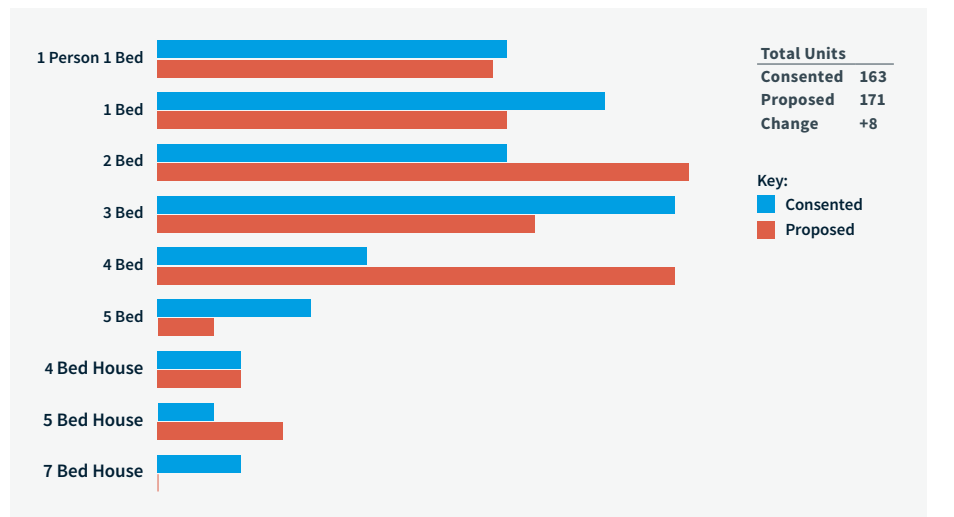
The elevations and materials of each block have been considered in turn and developed in tandem with revised internal layouts. The aim has been to refine and enhance the existing scheme to create a greater sense of place and a closer resemblance to the existing buildings within the immediate vicinity of the site.

The consented masterplan layout was developed to reflect similar streetscape characteristics found elsewhere in St John's Wood. Blocks were arranged to form a street edge or grouped around newly created squares. The street-facing blocks are located along Ordnance Hill and Queen's Terrace. Within the heart of the site there will be three new main areas of open space; Riding School Square, Garden Square and The Avenue.

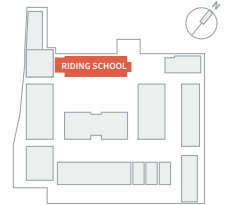
The affordable housing provision will remain the same as the consented scheme, namely the provision of 100 affordable homes, 59 of which will be located on the site and 41 off-site. Blocks 4,7,8 have been reconfigured to reflect the local architecture of the area and meet market demand for family houses.

Whilst the massing of Blocks 7 and 8 have been altered on Ordnance Hill there has been no increase in building height. Elsewhere within the site there has been a marginal increase in the height of Block 9 (100mm) in order to meet the necessary requirements to achieve the Code for Sustainable Homes Level 5.

The consented scheme comprised of 163 apartments and houses. Our proposals have increased this total by 8 to 171 units. The bar chart below illustrates the change in unit mix.







# THE RIDING SCHOOL

We continue to work with architects WilkinsonEyre and proposals for the Riding School remain unchanged from the consented scheme.

The Riding School is a celebrated anchor to the history of the site and is presented to the scheme within the setting of a garden square. The Riding School will be visible from the main entrance to the development on Ordnance Hill and, together with the Garden Square, will create the key first impression to this new part of St John's Wood.

## Design Approach

The principal objectives for the refurbishment and restoration of the Riding School are:

- To preserve the heritage of the building and provide an imaginative design that engages with its past
- To provide a physical and symbolic focal point for the development
- To create an interior space where the beauty of the timber-framed roof is preserved
- To create an active hub at the heart of the site

## Proposed Use

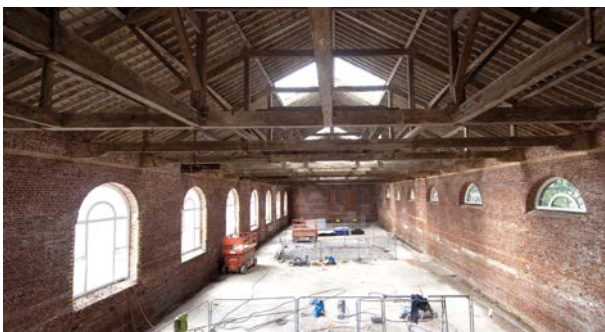
The consented proposals for the Riding School include:

- Central concierge and reception facilities for the whole site
- Lobby area
- Meeting rooms for use by residents
- Indoor swimming pool, including public access
- Spa
- A new West Pavilion swimming pool entrance and changing facilities

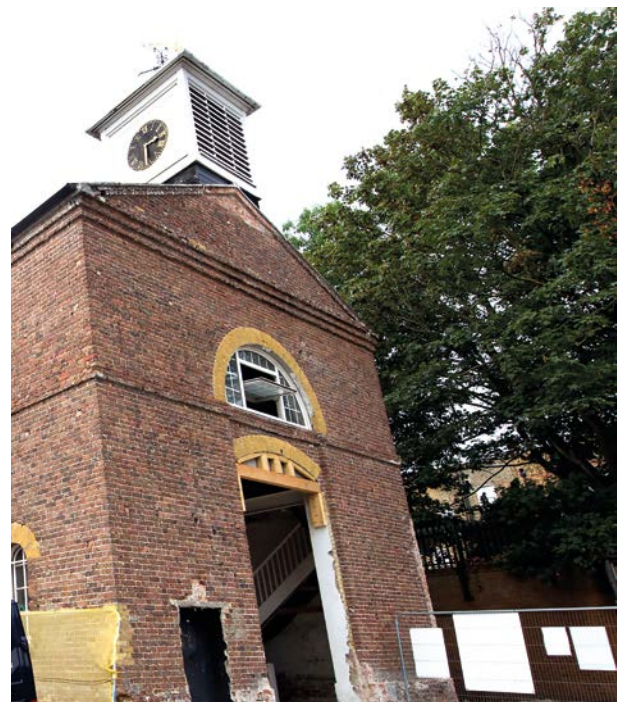
A sensitive approach will be taken to the refurbishment of the Riding School interior. New elements and alterations will be designed in collaboration with heritage experts.



View of the Riding School on entry to the Riding School Square



The Riding School interior following render removal



The Riding School exterior following render removal



# ORDNANCE HILL

## Consented Elevation



## Proposed Elevation



## Proposed Changes

### Ordnance Hill

The consented scheme recognised that the elevations and scale of Blocks 5, 7 and 8 needed to respond to the existing terrace houses along Ordnance Hill.

The revised approach seeks to enhance this important relationship by refining the elevations and window detailing.

### Entrance to The Avenue

The revised scheme proposes to move the entrance to The Avenue to the south, providing better alignment of landscape spaces within the site which will be more visible from Ordnance Hill.

### Block 8

Re-aligning the entrance to The Avenue results in the loss of one townhouse.

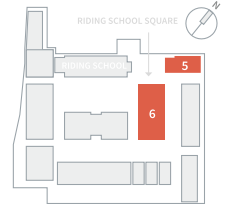
### Block 7

We are proposing to change the consented apartment building into six townhouses to continue the terraced streetscape along Ordnance Hill. The revised block is within or below the height of the consented building.

### Block 5

The elevation has been simplified, with a reduction in the number of windows which replicates the three window rhythm of Blocks 7 and 8. The first and second floor bay windows have been grouped to express a grand first floor common in Georgian architecture.





# RIDING SCHOOL SQUARE



Proposed Blocks 5 & 6 – Rear Elevation



Consented Block 5 - Front Elevation



Proposed Block 5 - Front Elevation

## Proposed Changes

### Riding School Square

The main entrance to the development from Ordnance Hill leads you to the heart of the scheme, Riding School Square. This square is formed by the Riding School and the elevations of Blocks 5 and 6. The character of this space has not changed since the consented scheme, however, the façades of Blocks 5 and 6 which face into this space have been enhanced.

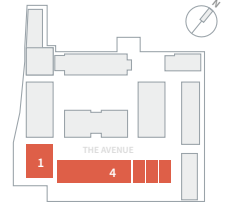
### Block 5

The rear elevation of Block 5 facing onto Riding School Square has developed from brick to a stone façade. The elevation has been divided into three equal bays, each bay divided by a three-storey double column. This element has become a repeated feature of the proposed façade design linking Blocks 2, 3 and 6 together with a similar vocabulary.

### Block 6

Our reconsideration of the importance of this Square has led to the introduction of an entrance into Block 6 beneath which sits a similar three-bay element to Block 5.

# ST. JOHN'S WOOD SQUARE PROJECT



## THE AVENUE

### Consented Elevation



Block 8

Block 4

Block 1

### Proposed Elevation



Block 8

Block 4

Block 1

## Proposed Changes

### The Avenue

The consented scheme proposed an off-centre entrance to a linear avenue with a central strip of landscaping. The revised proposal has developed the landscaping to provide gardens in front of the villas.

Square spaces have been created in the landscaping to delineate the entrances to the apartment blocks as well as defining the turning head at the base of Block 1.

### Block 1

The side elevation of Block 1, which frames the view along The Avenue, has been amended. Rather than a stone bay at the end of the block, we are proposing a stone base with brick above.

### Block 4

The consented scheme is made up of six villas and a terrace of four junior villas. We are proposing that the villas are replaced with a single apartment building, retaining three villas. The proposed apartment building has been subdivided into six equal bays, reflecting the consented scheme and will be clad in stone.



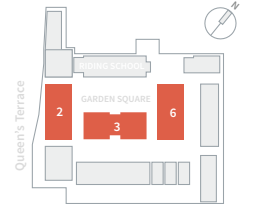
Proposed - View along The Avenue



Proposed Block 4



## ST. JOHN'S WOOD SQUARE PROJECT



# GARDEN SQUARE

## Proposed Changes

### Garden Square

The Garden Square provides communal green space within the masterplan and is formed by the Riding School, Blocks 2, 3 and 6.

Squire & Partners have considered how a more traditional hierarchy could be adopted on these apartment blocks and if variety could be introduced whilst retaining a sense of place and architectural consistency amongst all the blocks.

The principal apartment blocks remain similar, retaining the stone base. The stone to the side elevations has been removed and a central three-bay stone feature added to further link these blocks to Block 5.

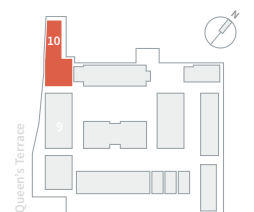


Proposed Block 3

# QUEEN'S TERRACE



Proposed Blocks 10, 9 & 2

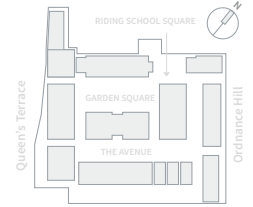


## Proposed Changes

Similar changes (to those proposed for Blocks 2, 3 and 6, above) have been adopted on the Queen's Terrace elevation. There has also been a reorganisation of the window groupings to Block 10. In addition, the window reveal and surround treatment differs as this building relates more closely to the retained façade of Block 9.



# ST. JOHN'S WOOD SQUARE PROJECT



## LANDSCAPE

The landscape design is integral to place making. There are five key green spaces within the masterplan: Riding School Square, The Avenue, Garden Square, the Sanctuary Garden, and the public pedestrian route. It is intended that each space will have different qualities, with a clear identity and function.



*Garden Square*

The key part of the design review was to reinforce the connection between the buildings and the landscape, to create carefully composed views and journeys through the site.



*Sanctuary Garden*



*The Avenue looking towards Queen's Terrace*



*The Avenue looking towards Ordnance Hill*

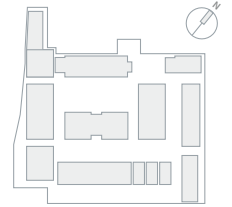


*Pedestrian Route showing the Western Pavilion and Riding School*



*Riding School Square looking towards Block 5 and Ordnance Hill*





# ACCESS AND PARKING



## Access

### The consented scheme access routes include:

- Main vehicular access between Blocks 5 and 7 from Ordinance Hill
- Access to parking for affordable units from Queen's Terrace
- Drop-off area in Riding School Square
- Public pedestrian route from Queen's Terrace to Ordinance Hill
- Ramp access to underground parking for residents and service vehicles

## Parking

### The consented scheme includes:

- All residents will have access to on-site car and cycle parking
- 144 private residential parking spaces provided below ground
- 20 affordable parking spaces provided in a separate car park area below ground, accessed off Queen's Terrace
- New residents within the site to be excluded from the existing Controlled Parking Zone (CPZ) outside the site
- A new private CPZ will be created within the site and managed by on-site staff
- 16 spaces within the new site CPZ available to visitors
- 9 additional spaces for on-site management and service vehicles

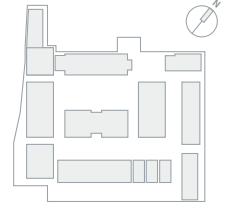
### The proposed scheme includes:

Access in the proposed scheme remains the same, with the addition of 12 resident parking spaces and 2 additional visitor parking spaces to accommodate the increase in units.

### Key:

- ↔ Public Pedestrian Route
- ↔ Vehicular routes

1. Main vehicular access to site
2. Access to underground parking for Queen's Terrace residential units
3. Drop off area
4. Public pedestrian access from Queen's Terrace to Ordinance Hill
5. Ramp access to underground parking for residents and service vehicles



# SUSTAINABILITY

Sustainability is integral to all aspects of the scheme. Some of the key features currently being considered are:

## Energy & CO2 Emissions

Passive design measures such as efficient built form and high levels of insulation and airtightness. Active energy efficient systems will also be integrated into the design.

## Waste

Waste sent to landfill will be minimised during the buildings' construction and operation through the development and implementation of a Site Waste Management Plan.

## Water

The consumption of potable water will be reduced through the adoption of low flow water fittings. Surface water run-off storage and attenuation measures will be adopted to reduce the discharge of rainfall run-off to public sewers.

## Sustainable Transport

Dedicated cycle storage spaces will be provided and a green travel plan will be developed to encourage the use of alternative means.

## Pollution

Insulating materials with low global warming potential will be specified.

## Ecology & Land Use

The proposed design, in particular the landscape design, aims to enhance the existing site.

## Construction

The use of construction materials with a low environmental impact over the full life cycle of the buildings will be used wherever possible.



View along Ordnance Hill



# REVISED CONSTRUCTION PROGRAMME

## Following more detailed site investigations, a revised basement construction methodology is proposed.

The revised methodology ensures protection for local house/asset owners during construction. However, it does increase the overall programme to 5.5 years.

In order to mitigate the impact of ground movement we have adopted a different construction approach:

- Ground movements will be controlled by a staged excavation to protect neighbouring properties. The previously anticipated approach of excavating the site via an 'open dig' is no longer viable.

- A revised approach has been devised for the proposed basement excavation using a hybrid method of installing limited concrete slabs on the ground floor and excavating underneath or around. Steel work is then installed which spans between the top down slab and the perimeter piles, acting as braces, allowing excavation from the ground, whilst minimising movement along the perimeter (see image below).



Top Down Dig

## The change to a hybrid construction method has the following implications to the construction programme:

- Demolition works are anticipated to commence later next year.
- The original programme anticipated demolition completion before piling and substructure works could begin. However, the hybrid method of basement construction will require the installation of temporary stabilising slabs and steel props which will result in a longer substructure works duration.

### Construction management

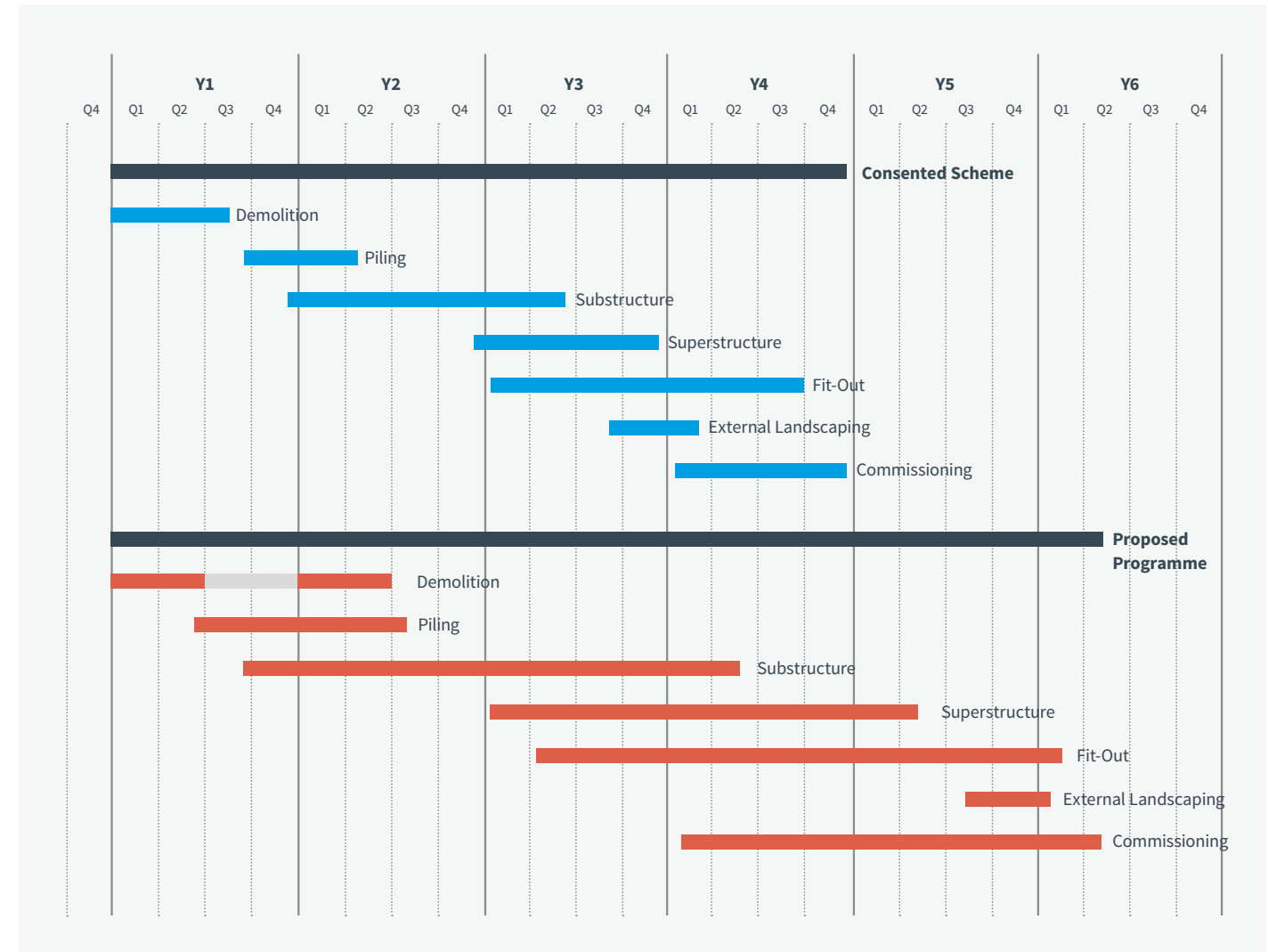
A detailed strategy to mitigate potential disruption generated during the demolition and construction phases will be developed as per Westminster City Council's new Code of Construction Practice in consultation with local residents and neighbours. This will include the management of dust and dirt, noise and vibration, hours of operation, employment and training opportunities and the provision of welfare facilities.

### A commitment to continuous community engagement

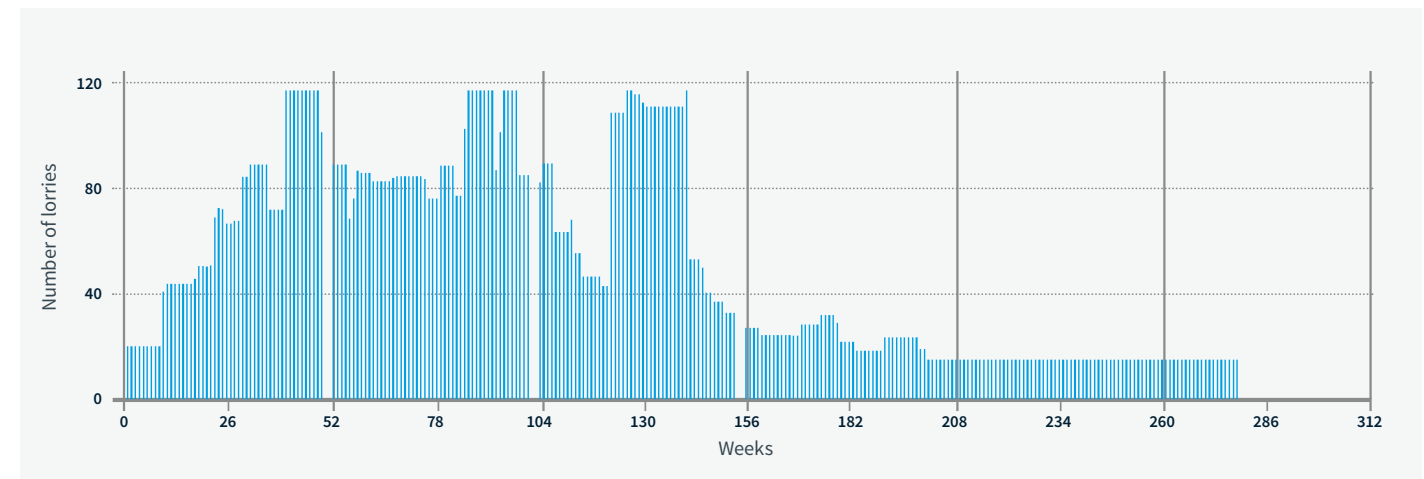
We have already established a Construction Liaison Group (CLG) to represent the views of neighbours, and the wider community on site and construction matters. As part of our commitment to being a considerate developer, a Community Liaison Officer will be appointed. They will be the first point of contact within the community. In addition, we will be drafting and consulting upon a detailed construction management plan early in 2017 which will outline how we intend to deliver our construction programme.

### Average vehicle movements

Following the change to the proposed construction methodology and programme we have recalculated the anticipated daily movements throughout the construction period. This shows that there is no increase in anticipated daily movements over and above the consented scheme, with peak lorry movements of 116 per day, with an expected average of 60-70 lorries.



Construction Programme Comparison



Average vehicle movements

# TRAFFIC ROUTE

## Preferred Routes

Following detailed discussions with representatives from the local community, Westminster City Council and Transport for London (TfL), a series of construction traffic routes were considered.

Two preferred routes for the demolition phase and main construction works have been selected. These routes are set out below and in the images to the right.

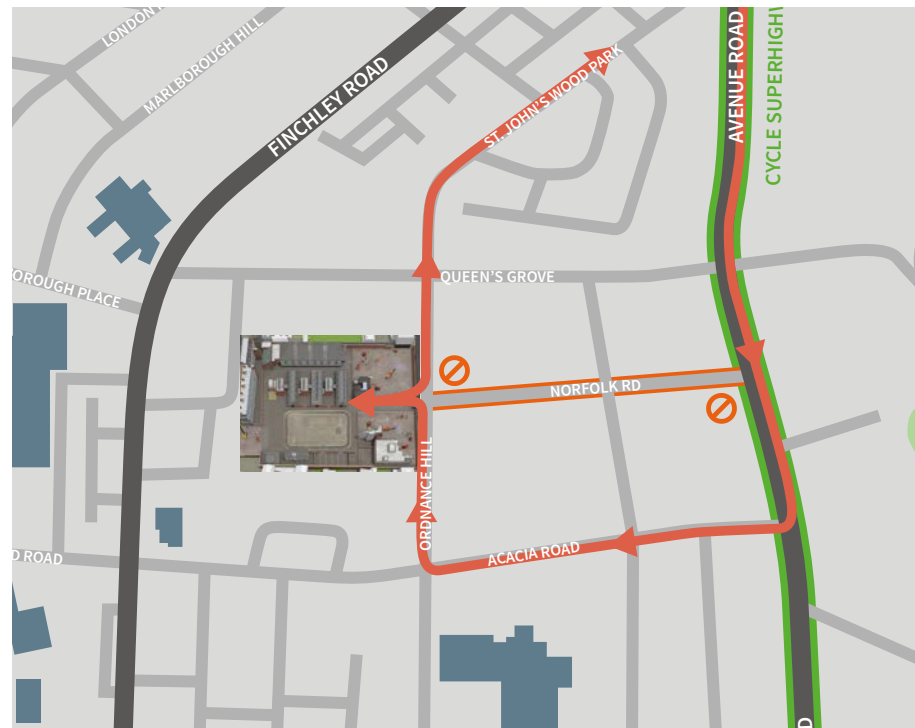
As part of the process of selecting the preferred routes, a series of options were considered and discounted, either by the construction management team, St John's Wood residents or Westminster City Council and TfL.

### Preferred Route - Demolition (Route 7A)

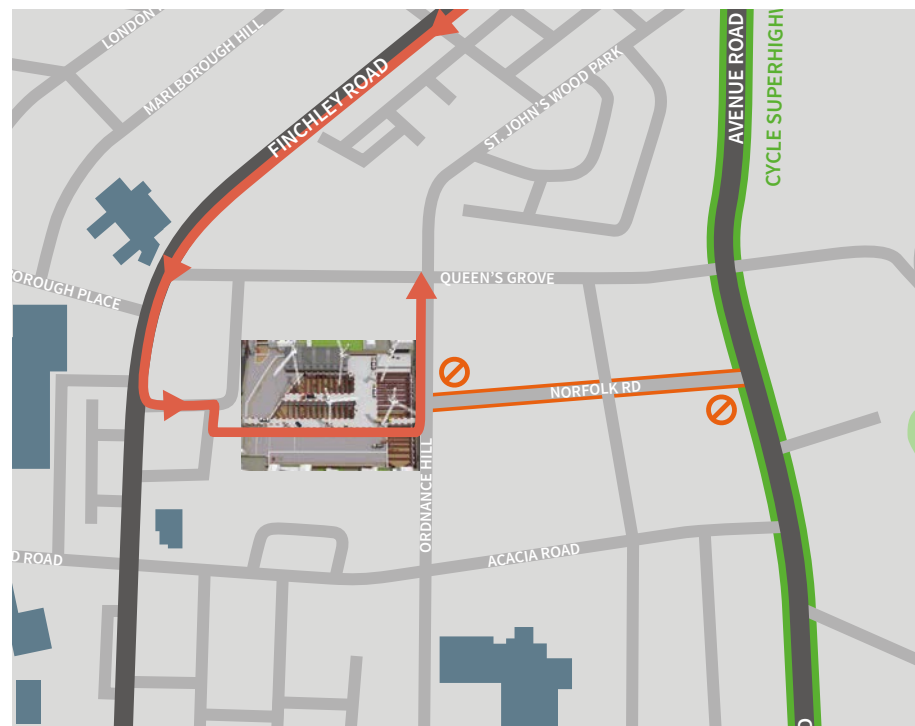
Whilst demolition works are carried out across the site, vehicles will enter and leave the site from Ordnance Hill. We estimate that the peak number of vehicles per day will be approximately 30.

### Preferred Route - Main Construction Works (Route 4)

Construction vehicles will access the site by turning left from Finchley Road onto the North section of Queen's Terrace and exiting via Ordnance Hill onto St. John's Wood Park. This has been chosen to minimise the impact upon local residents.

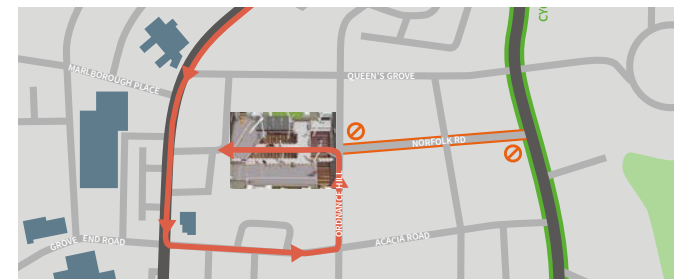


Preferred Route - Demolition

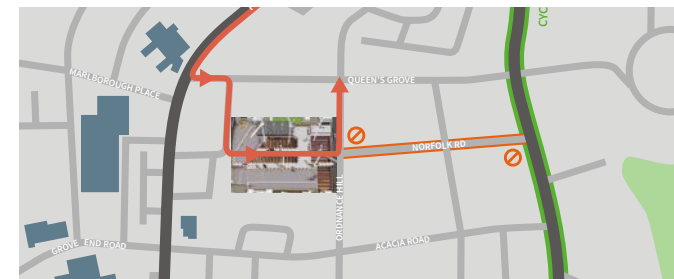


Preferred Route - Main Construction Works

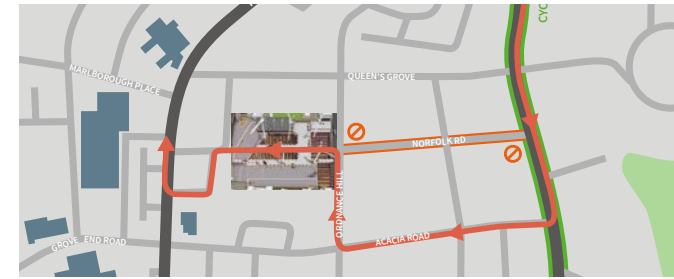
## Rejected Routes



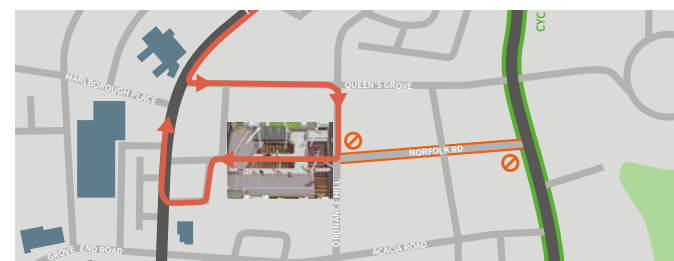
Route 1A - Rejected due to concerns raised about left-hand turn from Finchley Road onto Acacia Road and the increased risk to pedestrian safety.



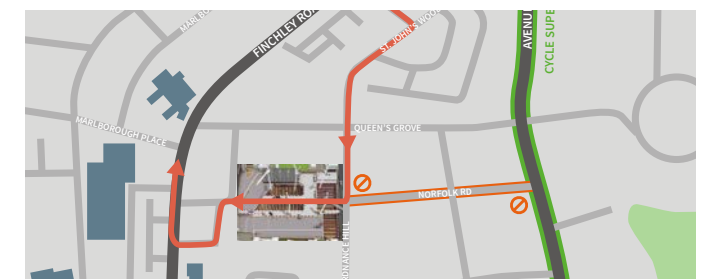
Route 1B - This route was rejected due to traffic management issues relating to higher flows of two-way traffic in Queen's Grove and also required a more significant number of parking bays to be suspended.



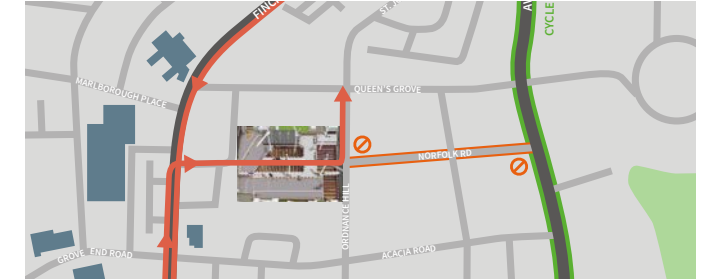
Route 2 - This route was rejected due to no longer being viable as a result of the proposed Cycle Super Highway CS11 along Avenue Road.



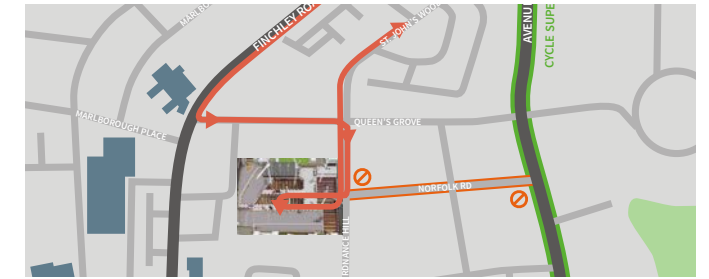
Route 3 - This route was rejected due to objections being raised due to the fragile foundations of the houses along Queen's Grove.



Route 5 - This route was rejected due to the City Council not permitting the use of Boundary Road.



Route 6 - This route was discounted by WCC who wanted to minimise lorry movements in the borough and limit the impact on the wider area.



Route 7B - This route has been discounted due to the use of Queen's Grove, and because of the double impact on Ordnance Hill and the fact that a turn around on site is not possible due to logistical reasons.



## ST. JOHN'S WOOD SQUARE PROJECT

# OUR TEAM

Thank you for attending our public exhibition. We hope that you have found the information displayed useful and that our consultants were able to answer any questions you may have had.

### **Craigewan – Development Management**

Craigewan was formed in early 2012 with the ambition of both conceiving and executing remarkable projects.

Craigewan continues to invest behind its development management capability and also advises clients in the leisure, hospitality and commercial property sectors both in the UK and in Europe.

### **FTI Consulting – Neighbourhood Liaison**

FTI Consulting has a dedicated team of 30 consultants who specialise in communications relating to the built environment. As part of their role on the St John's Wood Square Project they are undertaking community consultation and neighbourhood liaison to support the proposed design changes and subsequent submission of the Section 73 application.

### **Squire & Partners – Architecture**

Squire and Partners have been designing award-winning buildings in London and internationally for over 35 years. Their approach to design assumes that every site has its own history, character and needs. As part of their role on the project they are advising on matters relating to architectural treatment.

### **WilkinsonEyre – Architecture**

WilkinsonEyre is one of the world's leading architectural practices with a portfolio of national and international award-winning projects, whose work is based on an informed use of technology and materials and combines a commitment to the spirit of the new with an awareness of context. Their work on the project has been in relation to the Riding School.

### **Andy Sturgeon – Landscaping**

Winner of seven Gold Medals and twice Best in Show at the RHS Chelsea Flower Show, Andy Sturgeon has been creating dynamic external spaces since 1998.

### **WSP – Engineering consultancy**

WSP are a multidisciplinary consultancy providing services ranging from environmental remediation to urban planning, from engineering iconic buildings to designing sustainable transport networks. Their role on the project is to provide engineering consultancy support to the project team.

### **DP9 – Town Planning**

DP9 is established as one of the leading expert consultancies in planning, development and regeneration in the UK. As part of their role on the project they are advising on matters relating to town planning.

### **WYG – Highways and Transportation**

WYG is a multidisciplinary consultancy which includes transport planning and highways. As part of their role on the project they are advising on matters relating to highways and transportation.

## WHAT HAPPENS NEXT?

Following a review of the feedback received on our revised proposals we will be looking to submit our Section 73 application to the City Council before the end of the year.

To ensure that we understand the view of the local community, we would be grateful if you could take a few moments to fill in a questionnaire to let us know your thoughts.

The feedback form can be completed and left here today, or can be completed online at:

[www.thestjohnswoodsquareproject.com](http://www.thestjohnswoodsquareproject.com)  
or sent via email to  
[info@stjohnswoodsquare.com](mailto:info@stjohnswoodsquare.com)

**If you have any questions or would like any further information, please contact us:**

**By email:** [info@stjohnswoodsquare.com](mailto:info@stjohnswoodsquare.com)

**By telephone:** 0203 727 1528

Westminster City Council will also be consulting with residents, businesses and the local community once the application has been submitted and validated.

