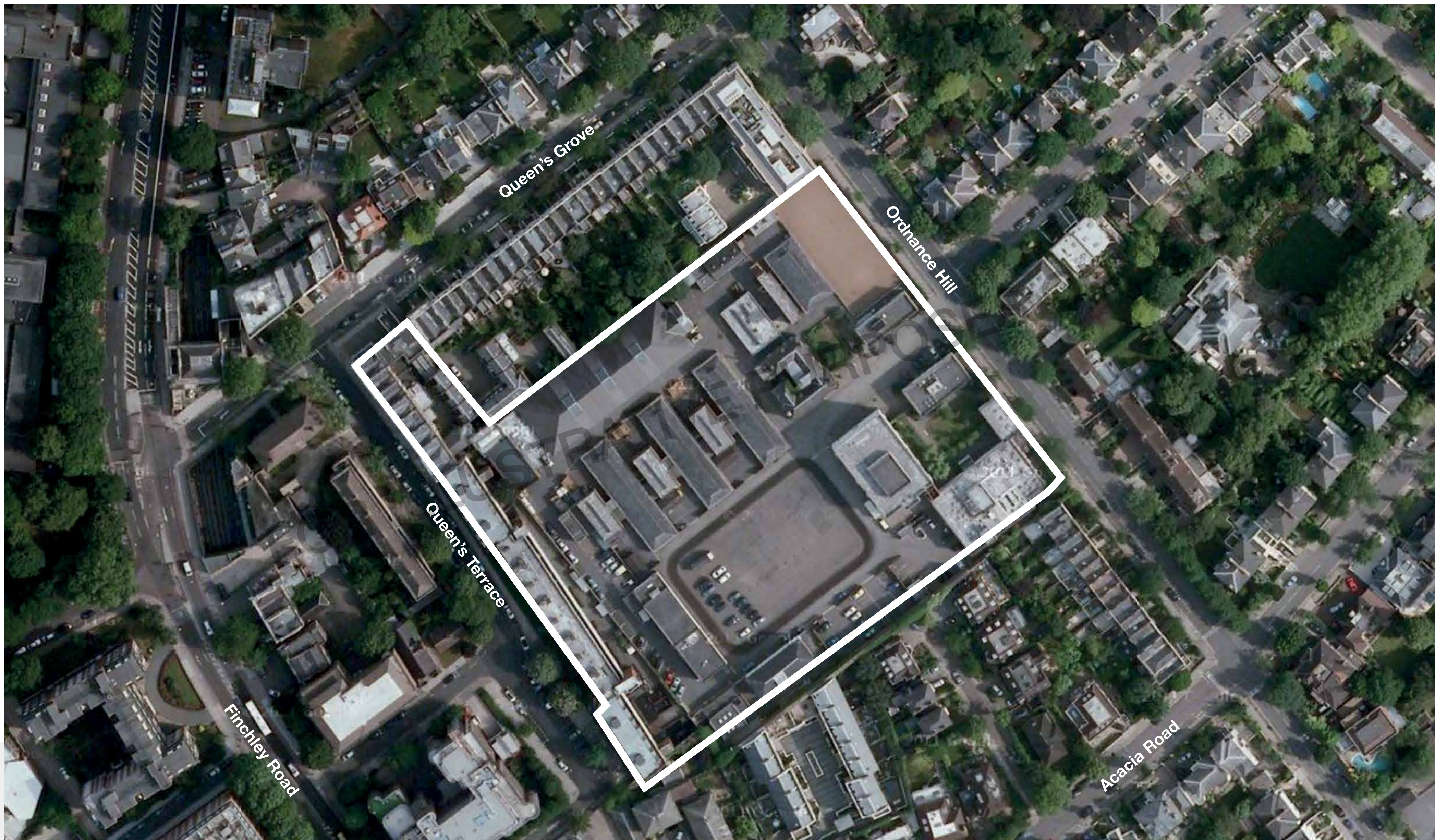


Introduction



Aerial view showing the former Barracks site and numbers 1-7 Queen's Terrace

THIS EXHIBITION

Welcome to the public exhibition on the design proposals for The St John's Wood Square Project.

The information in this exhibition explains the history of the project and introduces the initial design approach and concept proposals.

Members of the project team are present and will be happy to answer any questions you may have. If you would like to leave feedback on the proposals, please fill out our feedback forms, which are available at this event.

INTRODUCTION TO THE PROJECT

The St John's Wood Square Project relates to the development of the former St John's Wood Barracks together with numbers 1-7 Queen's Terrace.

The 2.2 hectare site is located in the heart of St John's Wood between Finchley Road to the west and Primrose Hill to the east and is on the edge of the St John's Wood Conservation Area.

In May 2011, planning permission was granted by Westminster City Council for a residential scheme. Since that time, St John's Wood Square Limited has acquired the site and, following a review of the consented scheme, is now considering the lodgement of a revised planning application to reflect its vision.

OWNERSHIP

St John's Wood Square (SJWS) Ltd is the owner of the site.

PROJECT TEAM

Squire & Partners are the executive architect for the site and will be preparing the planning application along with the support of a wider consultant team.

Wilkinson Eyre Architects are the architects for the Riding School design proposals.

Craigewan is the Development Manager acting on behalf of SJWS.

Soundings will be carrying out community consultation for the project.

St John's Wood Barracks

SITE HISTORY

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

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 it's entirety was moved to St John's Wood.

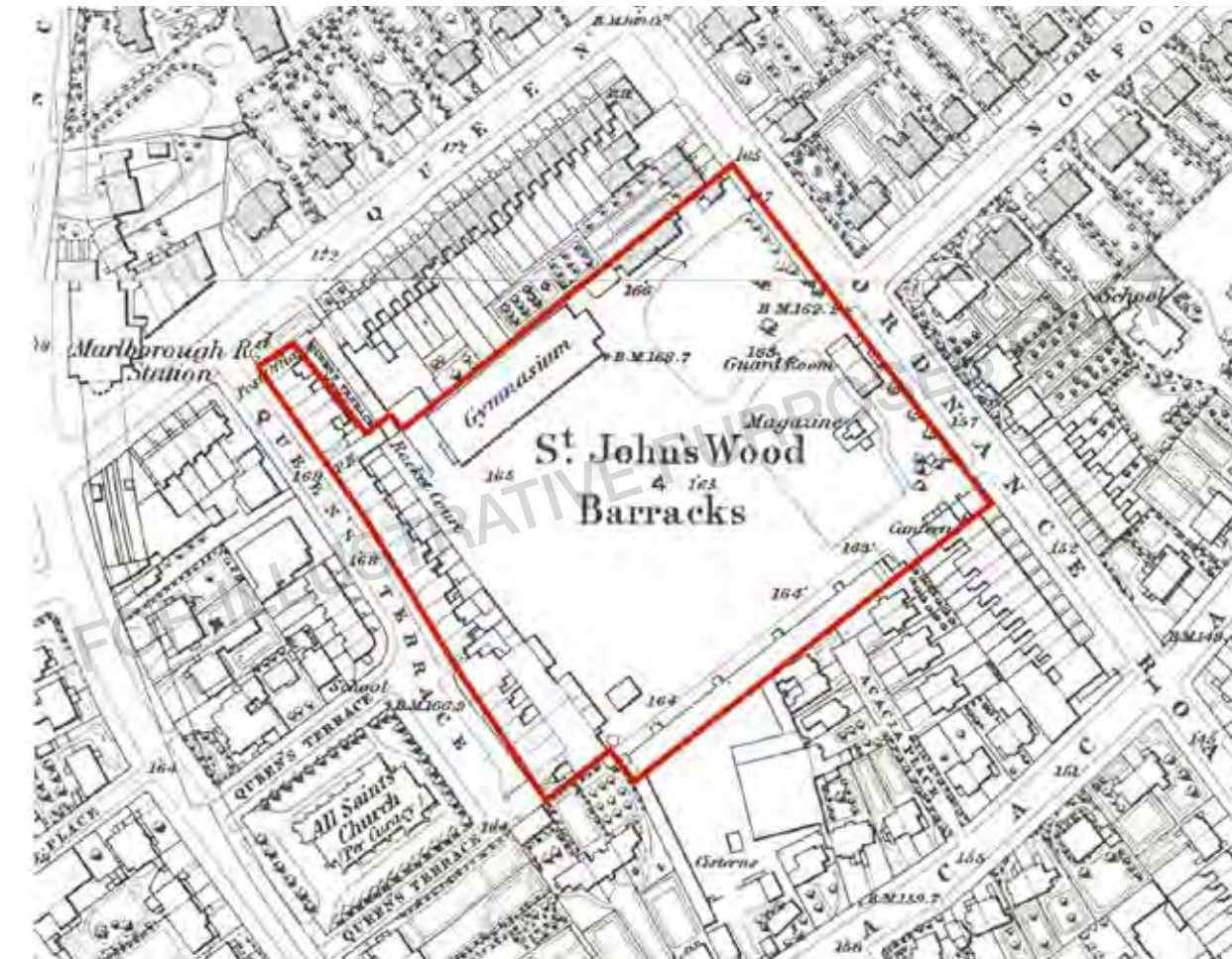
In 1823 the Cavalry Riding Establishment were relocated to St John's Wood from Pimlico. The purpose built Riding School, which remains on the Barracks today, was completed in 1825 to encourage "one uniform system of equitation" throughout the Cavalry.

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 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 as 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 buildings on the site today.

In 2012, the Kings Troops moved to their new home in Woolwich.



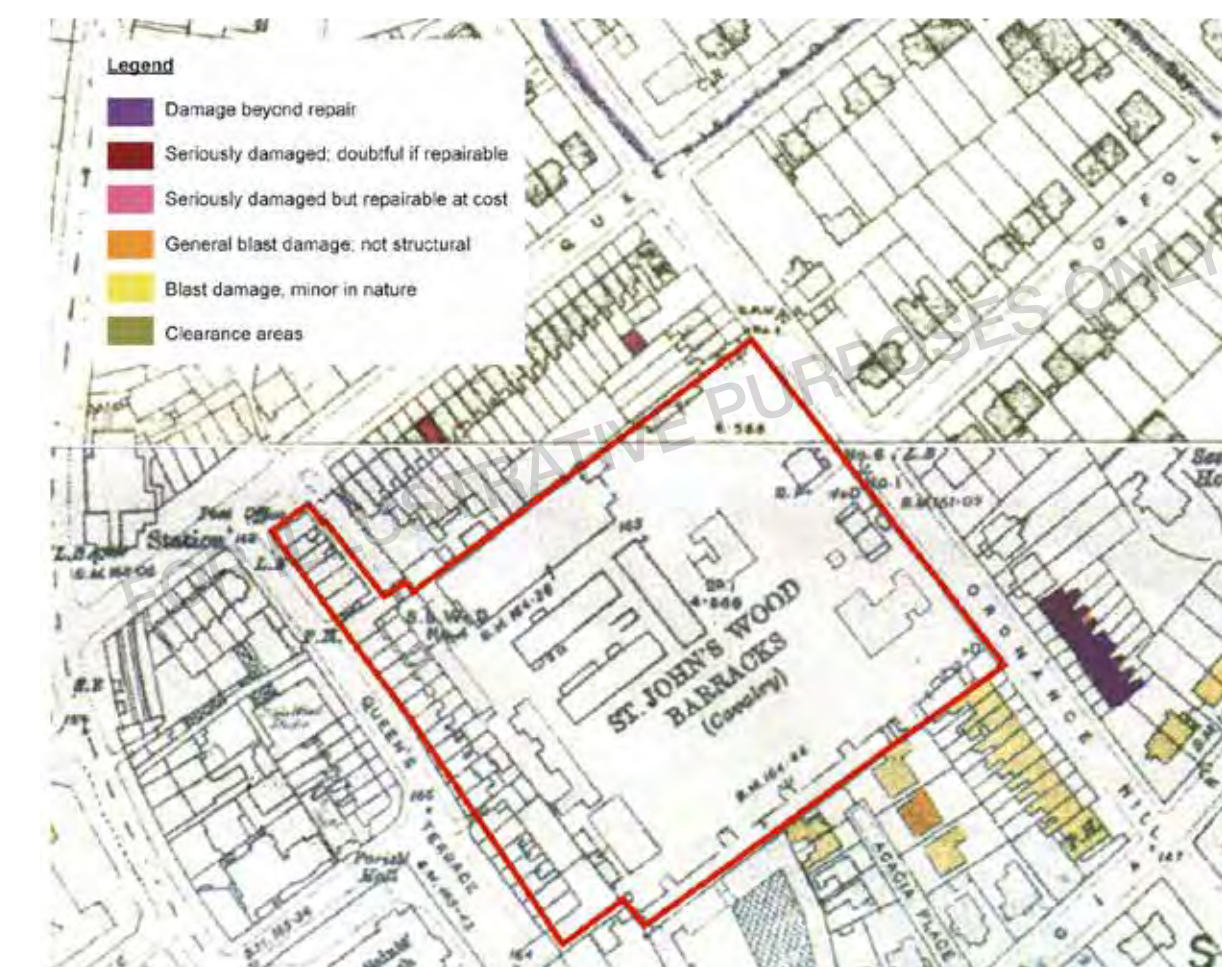
1868 Ordnance Survey map



1894 Ordnance Survey map



1913 Ordnance Survey map (only lower half published)

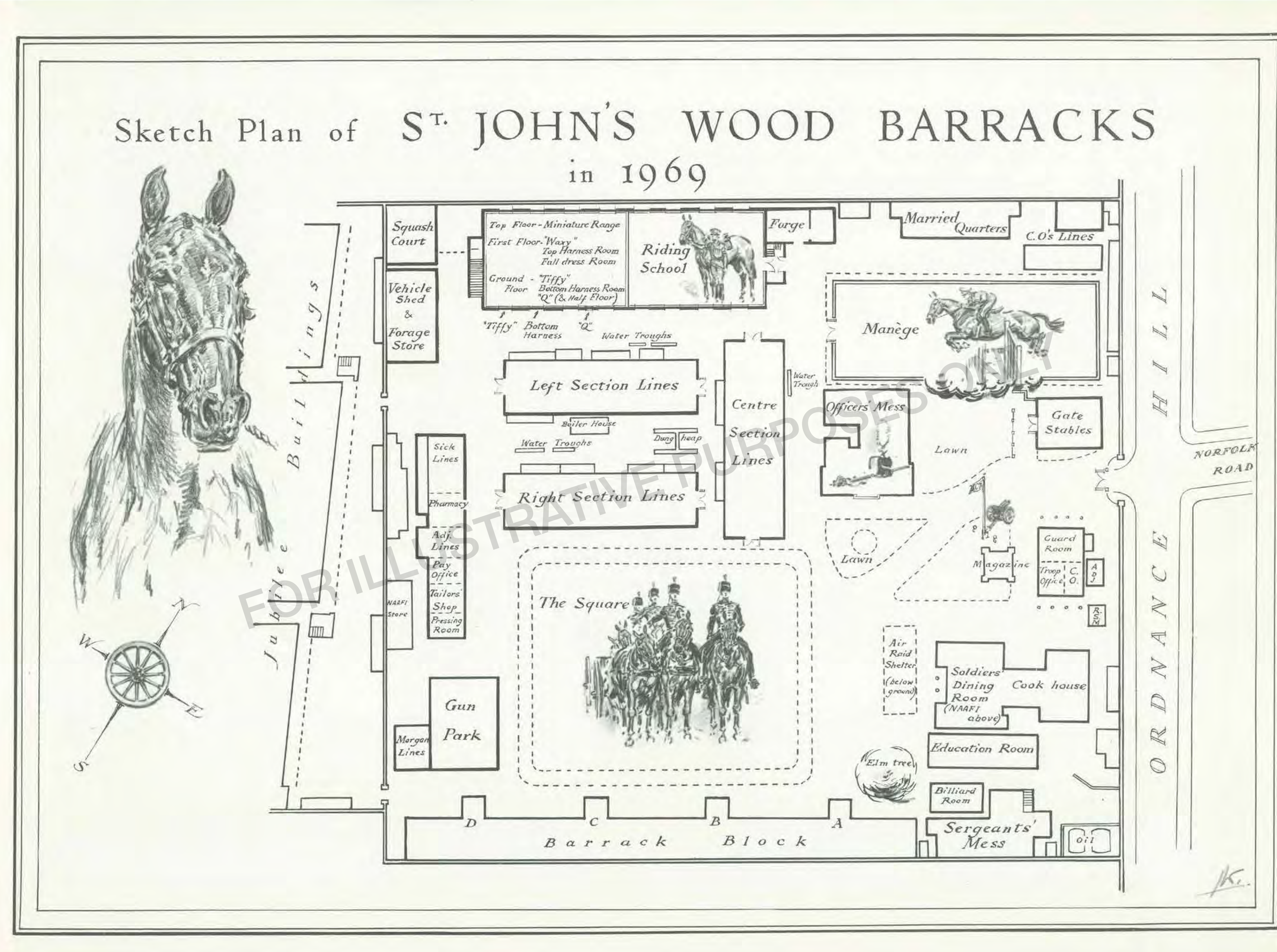


1945-50 Bomb damage map

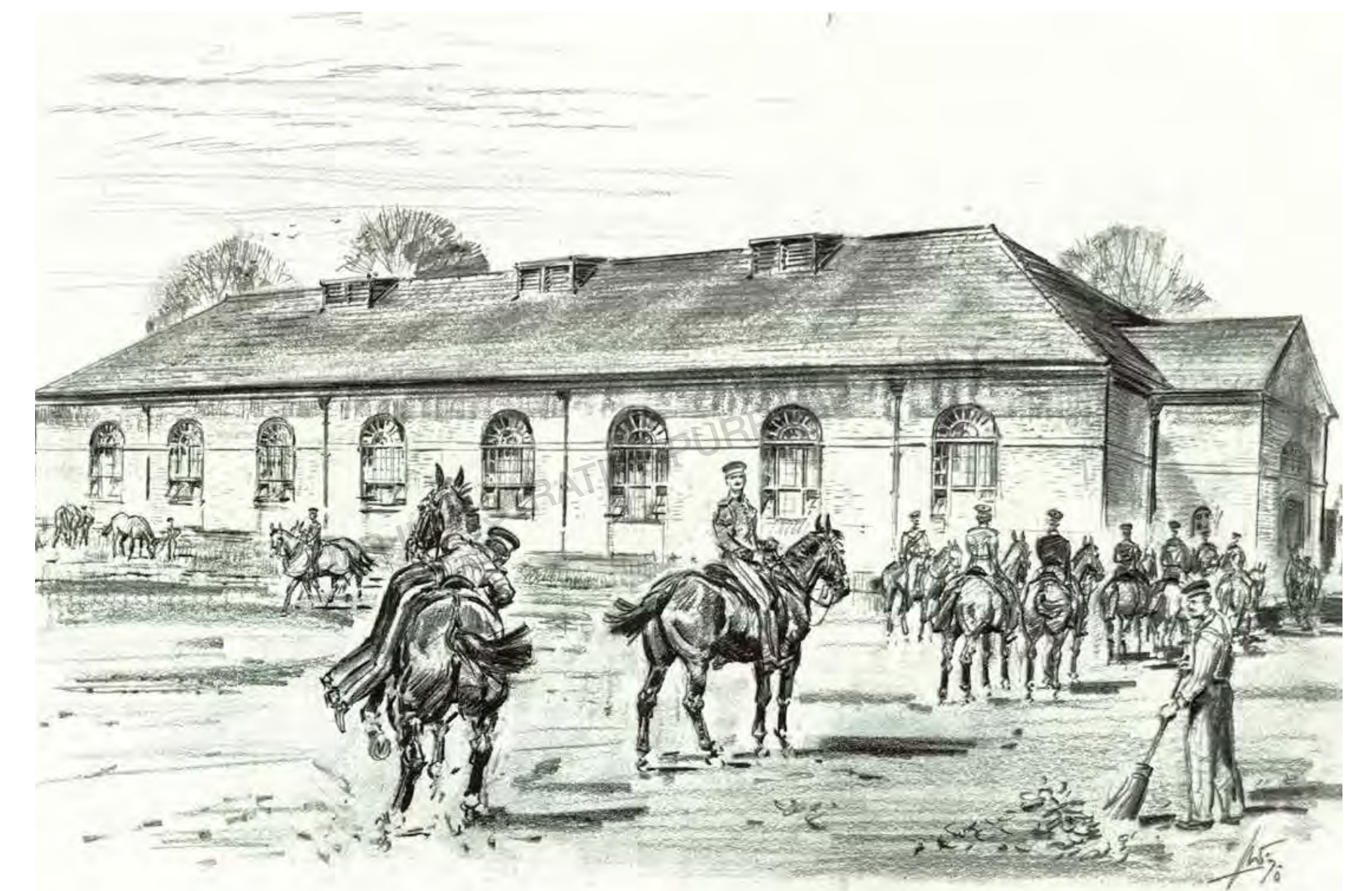


2007 Ordnance Survey map (note : the divisions of use shown in the Riding School plan which relate to an earlier time)

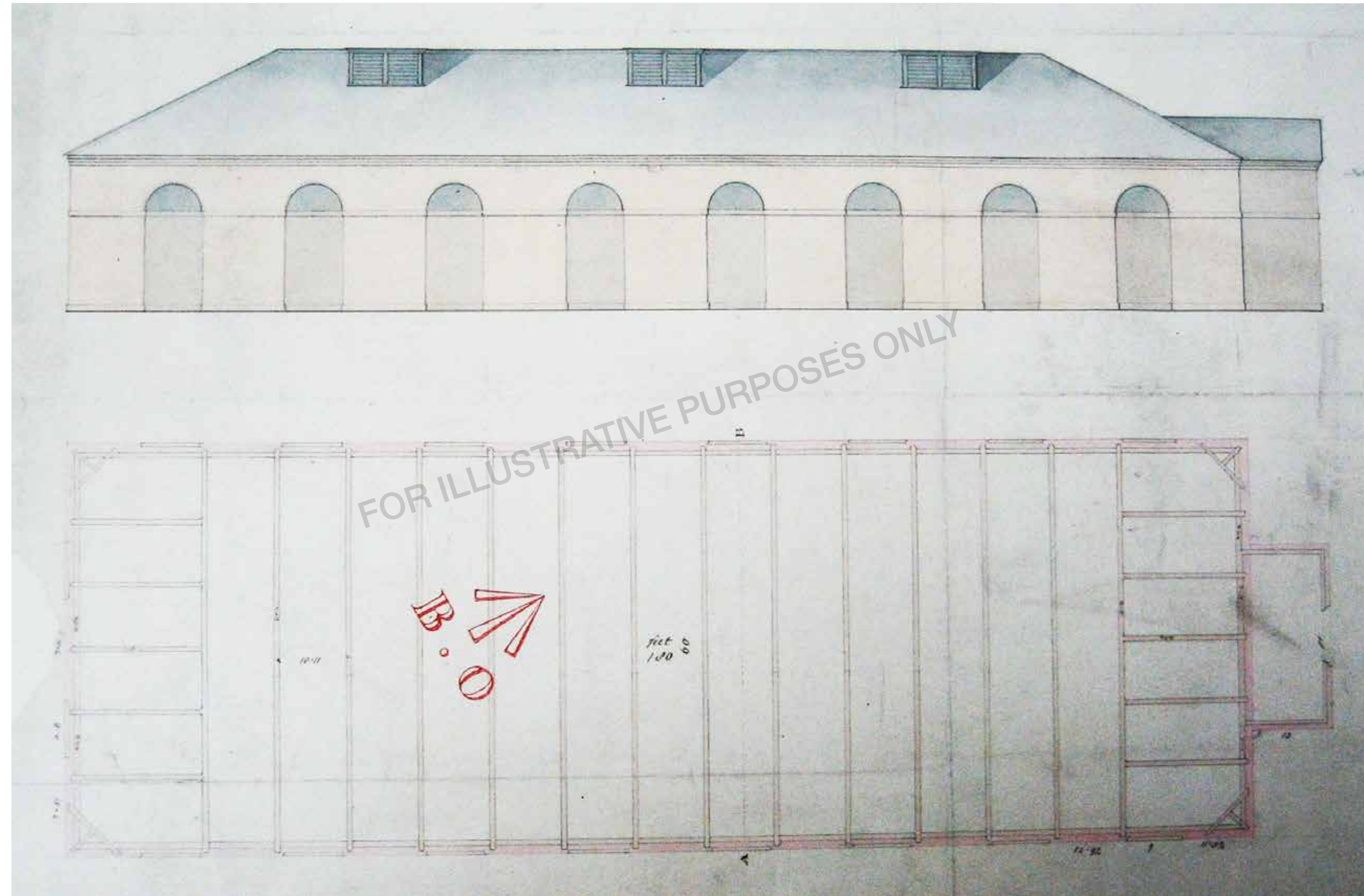
Development of St John's Wood Barracks



Conjectural sketches from the book 'Guns at the Wood' by Joan Wanklyn, 1972



St John's Wood Barracks



The Riding School construction drawings (Drawn by S.B. Howlett, inspector general's office, 1824)



The Riding School in 1970 (Source - Country Life, 1971)



Interior view of the Riding School today

THE RIDING SCHOOL

The Grade 2 listed Riding School was first opened in 1825 under the patronage of the Duke of Wellington and is the oldest surviving structure on the site. Its designer is not known however its construction was supervised by Brevet Major B Tylden of the Royal Engineers. In 1969 the Barracks was substantially rebuilt and the Riding School was the subject of restoration.

The Barracks were used as a cavalry riding establishment from 1825 to 1832 but following this time the Riding School was adapted and used by the Foot Guards. The interior underwent a series of modifications to suit a range of different military functions from gymnastics to accommodation for soldiers.

From 1876 the Barracks were again used by the cavalry however the survey plans indicate the interior of the Riding School remained divided up into different spaces.

It was not until 1971 that a series of major refurbishments were undertaken to strip out the internal divisions and reinstate the interior as a single space. From then until 2012 the barracks were the home of the King's Troop, Royal Horse Artillery.

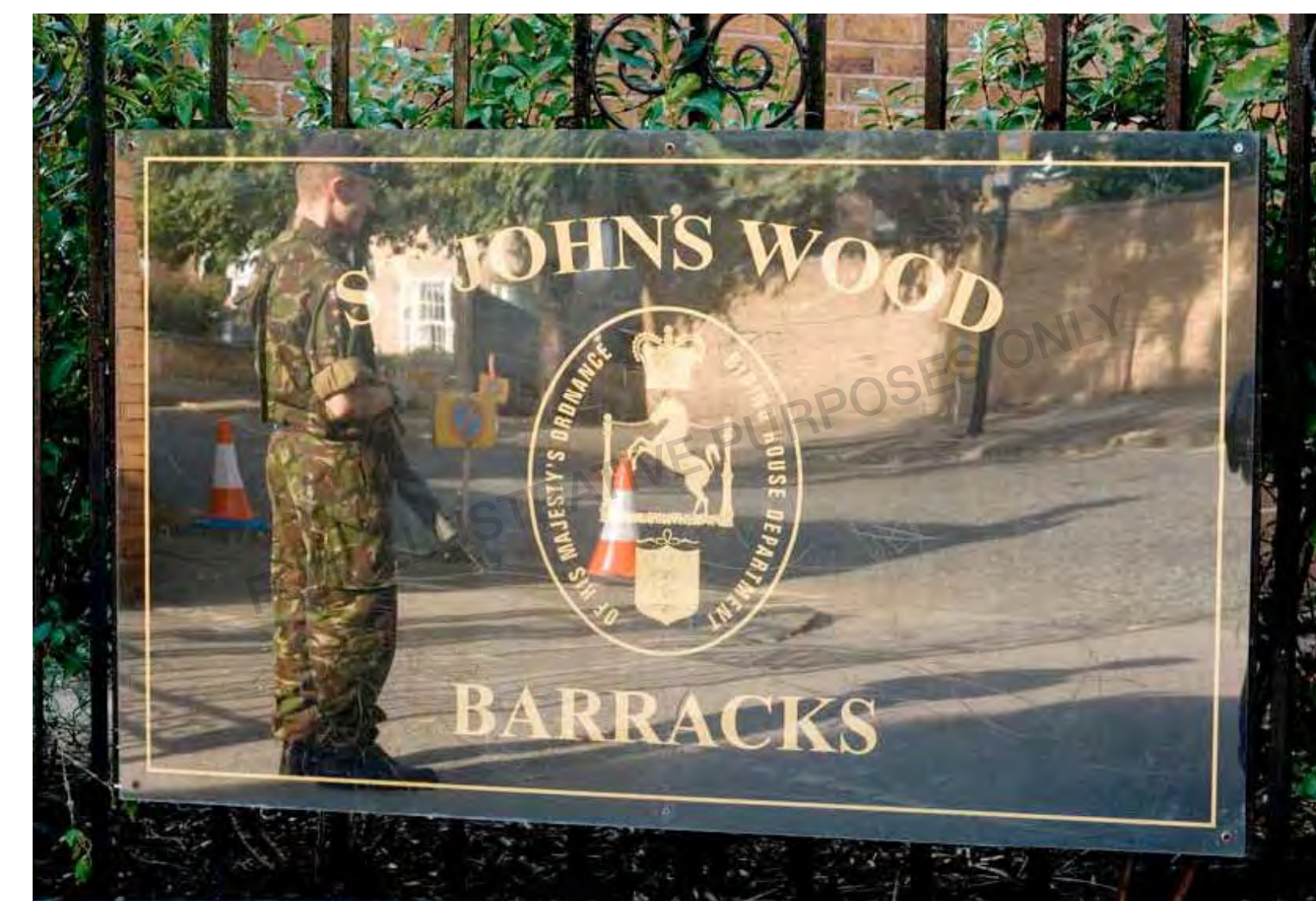
The Riding School was Grade II listed in 1998.



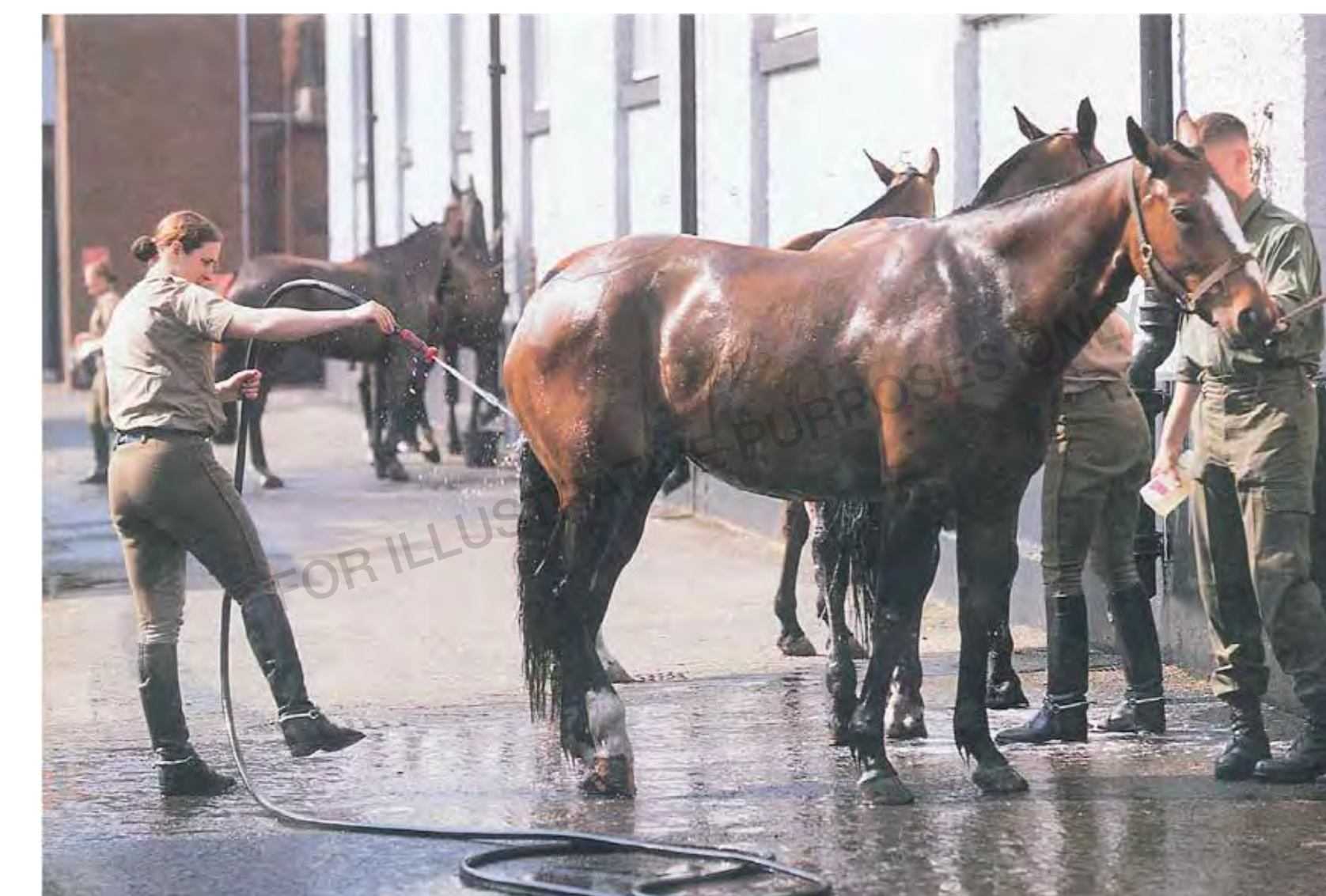
The first post-war Royal Salute, St John's Wood Barracks, 1946



View of the troop stables, 1972



St John's Wood Barracks entrance sign

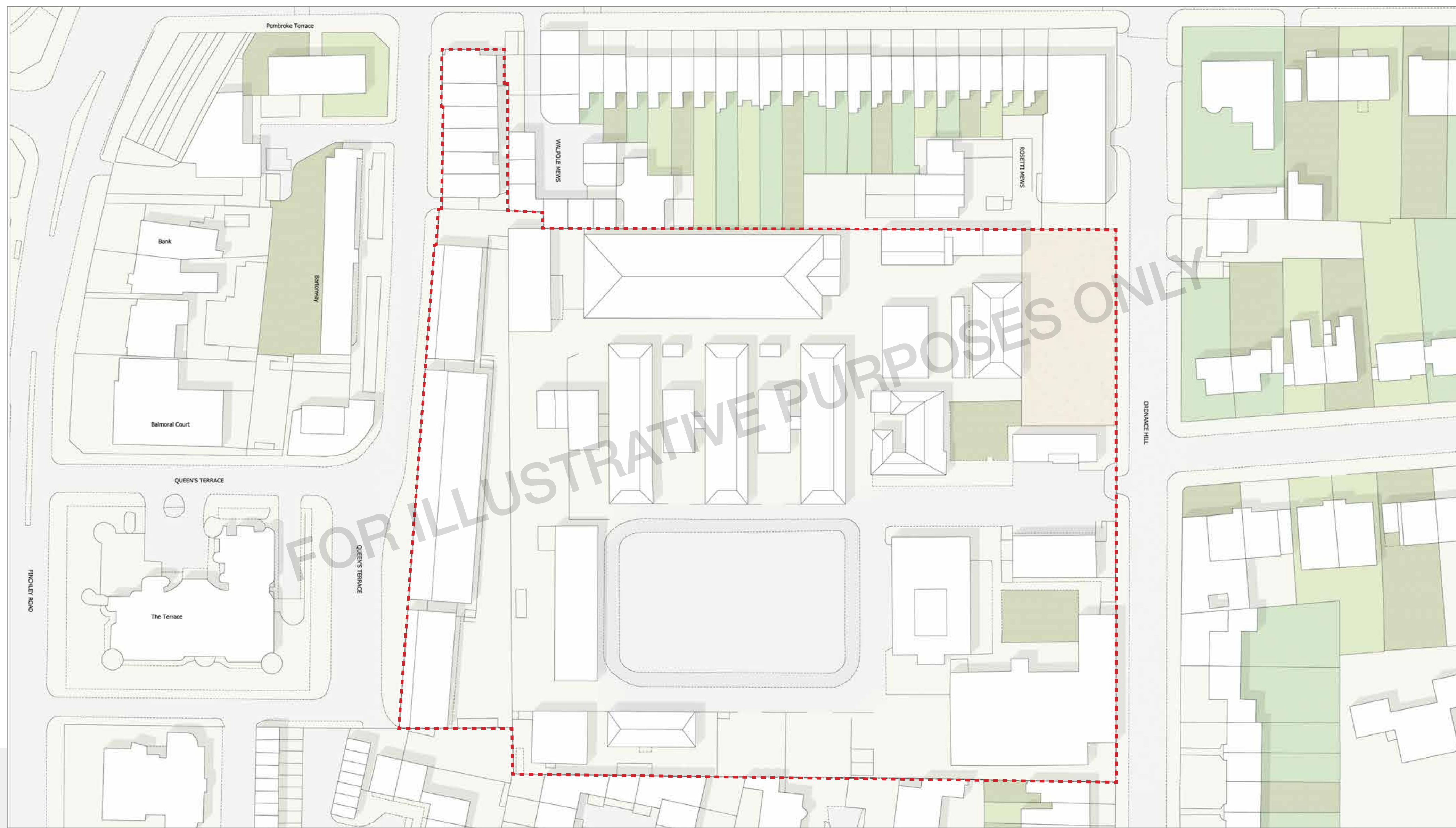


St John's Wood Barracks in use by the troop, 2002



The Riding School today

Project Background



Existing site plan of the former St John's Wood Barracks site plan and numbers 1-7 Queen's Terrace

PREVIOUS CONSENT

In 2011, the Eyre Estate made an application to Westminster City Council for the redevelopment of the St John's Wood Barracks, in order to provide a new residential scheme on the site. Planning permission was granted for this scheme in May 2011.

In April 2012 SJWS acquired the site together with the benefit of the existing planning consent. SJWS has reviewed the consented plans and has elected to submit a new planning application, using the architectural services of both Squire & Partners and Wilkinson Eyre Architects for this purpose.

WHY REVIEW THE SCHEME?

SJWS considers the consented scheme to be of very high quality and has revisited certain aspects of it in the light of its vision to create a family oriented environment, which reflects the unique characteristics of the locality.

Specifically, SJWS wishes to present the Riding School elegantly, within the setting of a garden square, which can offer significant visual amenity to the community. Moreover, SJWS believes that Queen's Terrace can benefit from an enhanced public realm. Finally, SJWS has taken time to consider the technical challenges of the development and has altered its scheme in order to eliminate the disruption which would otherwise have been caused in diverting the Kings Pond Sewer.



Existing view of St John's Wood Barracks from Ordnance Hill



Existing view of Queen's Terrace

Consented Scheme

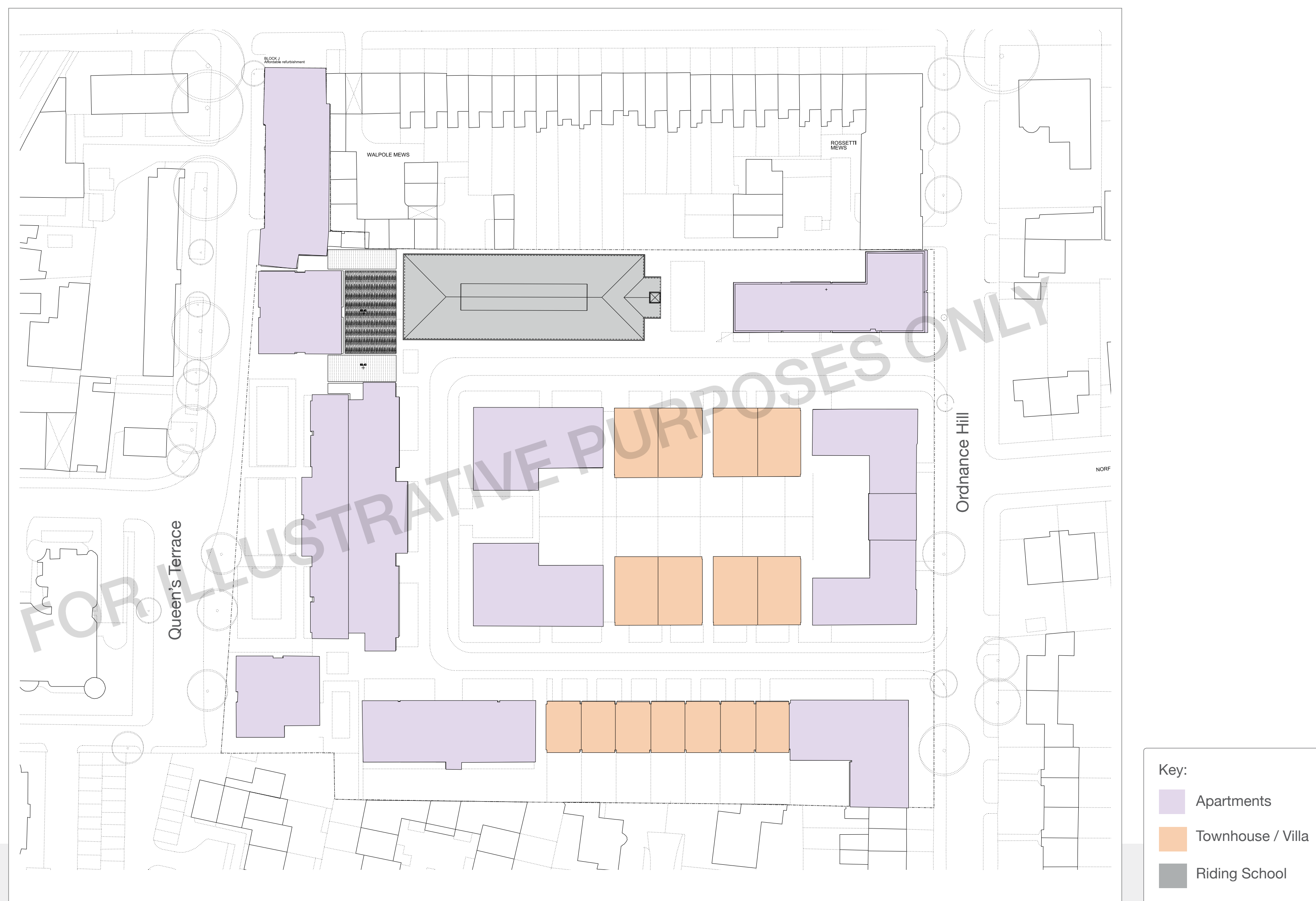


Illustration showing consented scheme (*John McAslan & Partners for the Eyre Estate*)

THE CONSENTED SCHEME

The 2011 planning permission provides consent for the following:

- Demolition of the existing buildings on site, with the exception of the Riding School
- 133 residential units, comprising:
 - 8 villas
 - 8 houses
 - 10 apartment buildings
- Refurbishment of the upper floors of number 2-6 Queen's Terrace for residential use
- A private leisure facility to be housed in the retained Riding School

FEEDBACK ON THE SCHEME

As part of the reconsideration of the consented scheme, the team have also reviewed comments submitted to the Council from local residents and other stakeholders to help identify areas where the scheme could be improved.

Some of the principal topics raised were:

- The inward looking nature of the scheme
- The need to identify more with the character of the area
- The requirement to remember the King's Troop
- The nature of the public access to the site
- The perceived lack of visible greenery
- The level of disruption during construction

RESPONDING TO FEEDBACK

The revised scheme aims to respond to certain issues raised, by:

- Introducing outward facing street entrances on Ordnance Hill and Queen's Terrace
- Ensuring that the Riding School is visible from Ordnance Hill
- Celebrating the King's Troop and history. A Heritage Initiatives Group will be formed for this purpose
- Providing public access alongside the Riding School and Garden Square
- Eliminating the disruption which would have been caused by diverting the King's Pond Sewer

Design vision and approach

VISION

To create a living community for families which can add value to, and be part of, St John's Wood through :

- Creating a place where families chose to live
- Improving the public realm for the enjoyment of all
- Celebrating and commemorating the heritage of the St John's Wood Barracks

DESIGN APPROACH

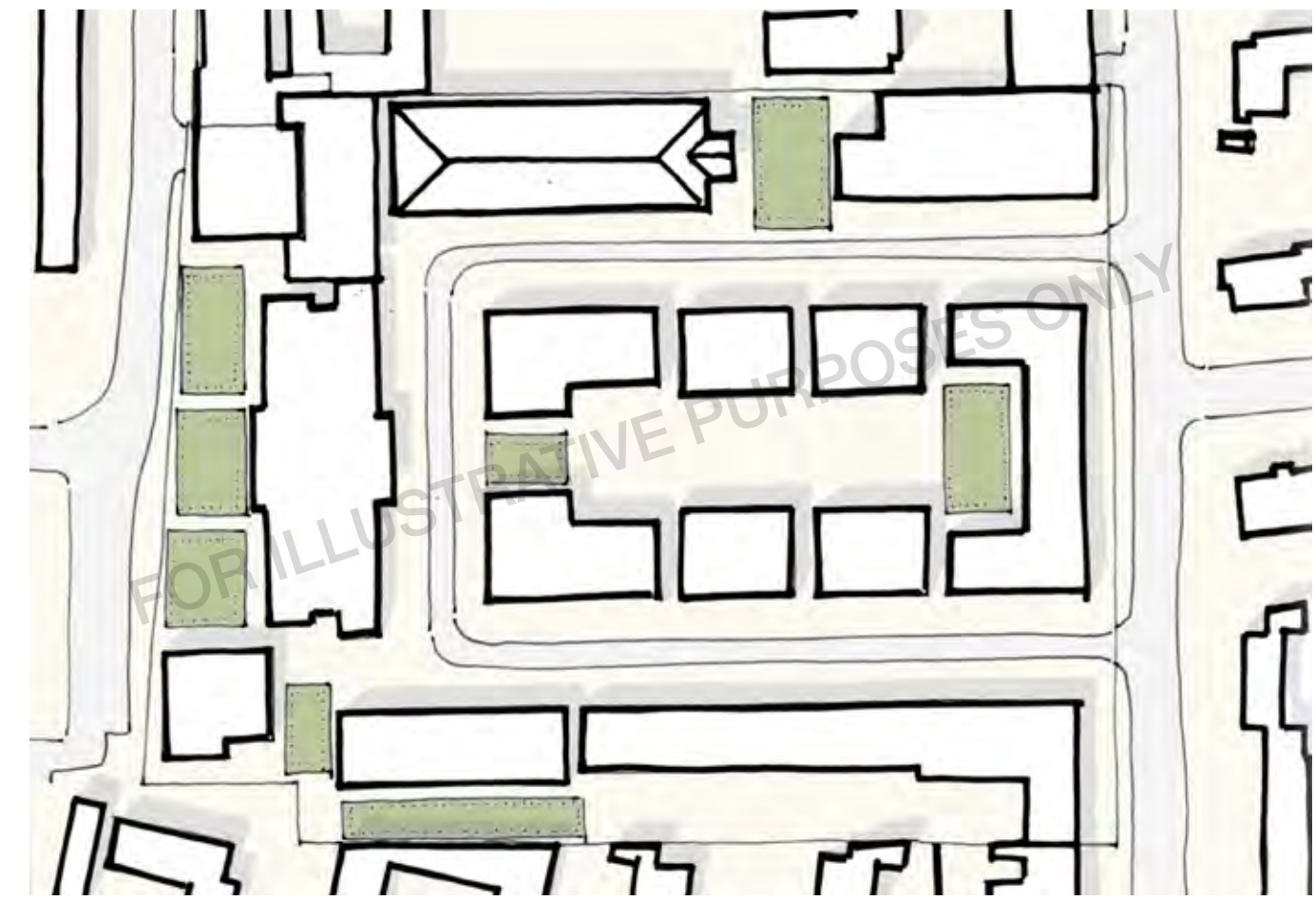
London is a city of garden squares, and it is this particular characteristic which distinguishes it from similar cities throughout the world. The development of London to the west of the city from the 17th to 19th centuries was principally carried out by the Great Estates, who located garden squares at the heart of their new developments.

The new proposals aggregate the open space included in the previous consented scheme, to create a new garden square at the heart of the proposed development.

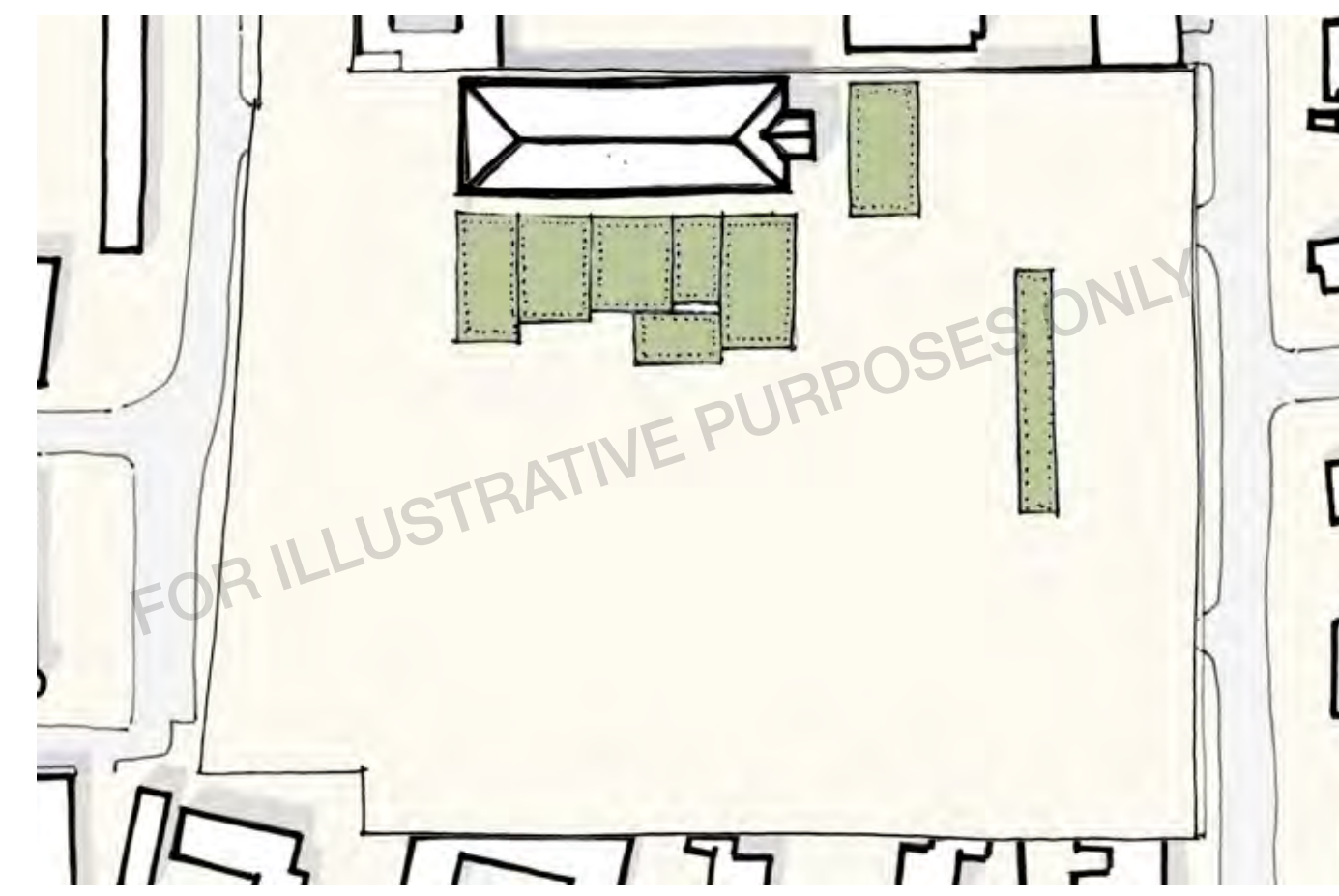
The principal changes from the consented scheme include:

- Introduction of a garden square
- Improved setting for the Riding School
- Apartments arranged to face the new square, in a way more recognisable of London Squares
- Creation of a further linear garden to provide a setting for the new villas
- A move away from encouraging car movement on the site
- Introduction of outward facing street entrances as well as entrances facing into the site
- A new pedestrian route through the site providing access alongside both the Riding School and garden square

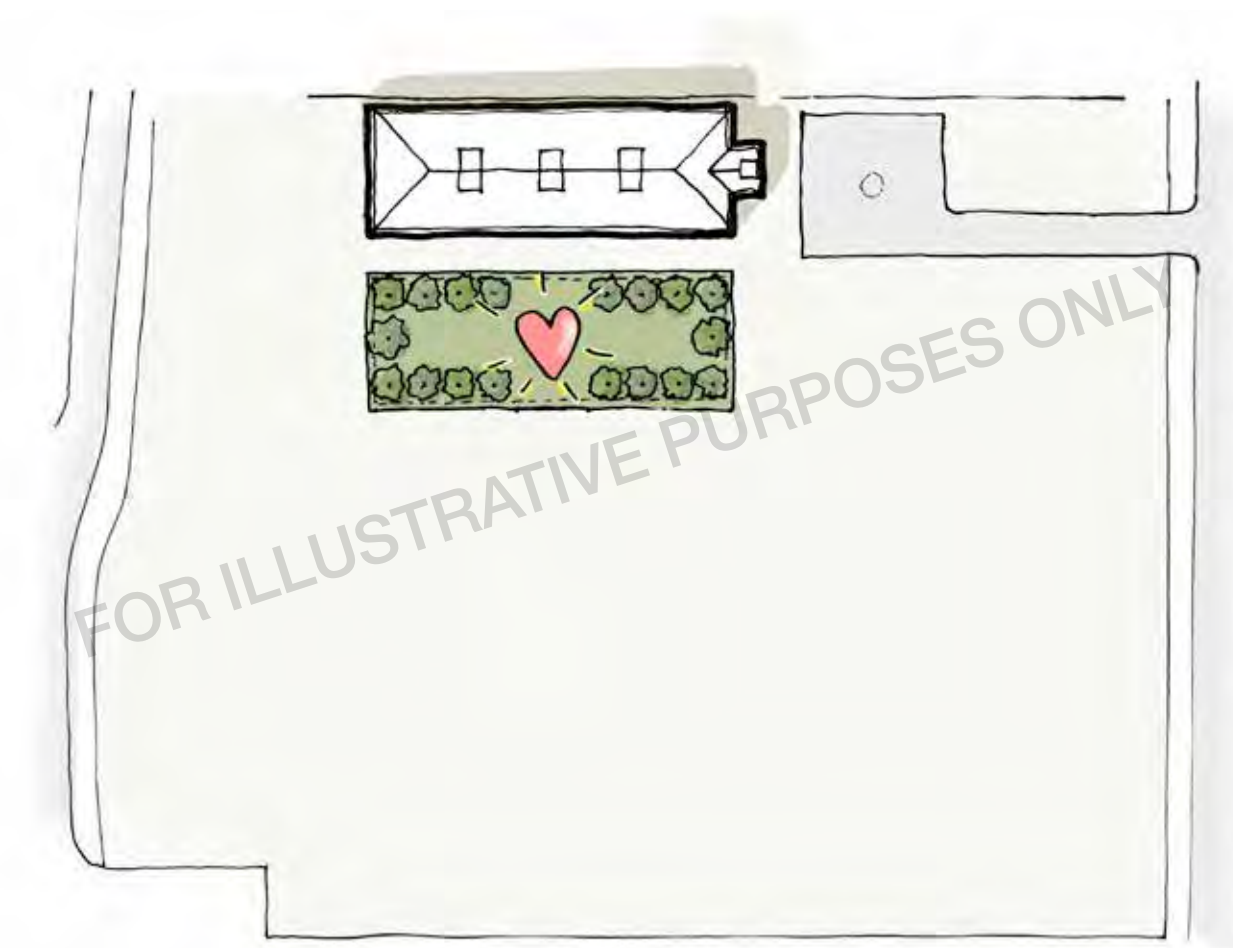
DESIGN APPROACH AND PRINCIPLES



1. Consented scheme



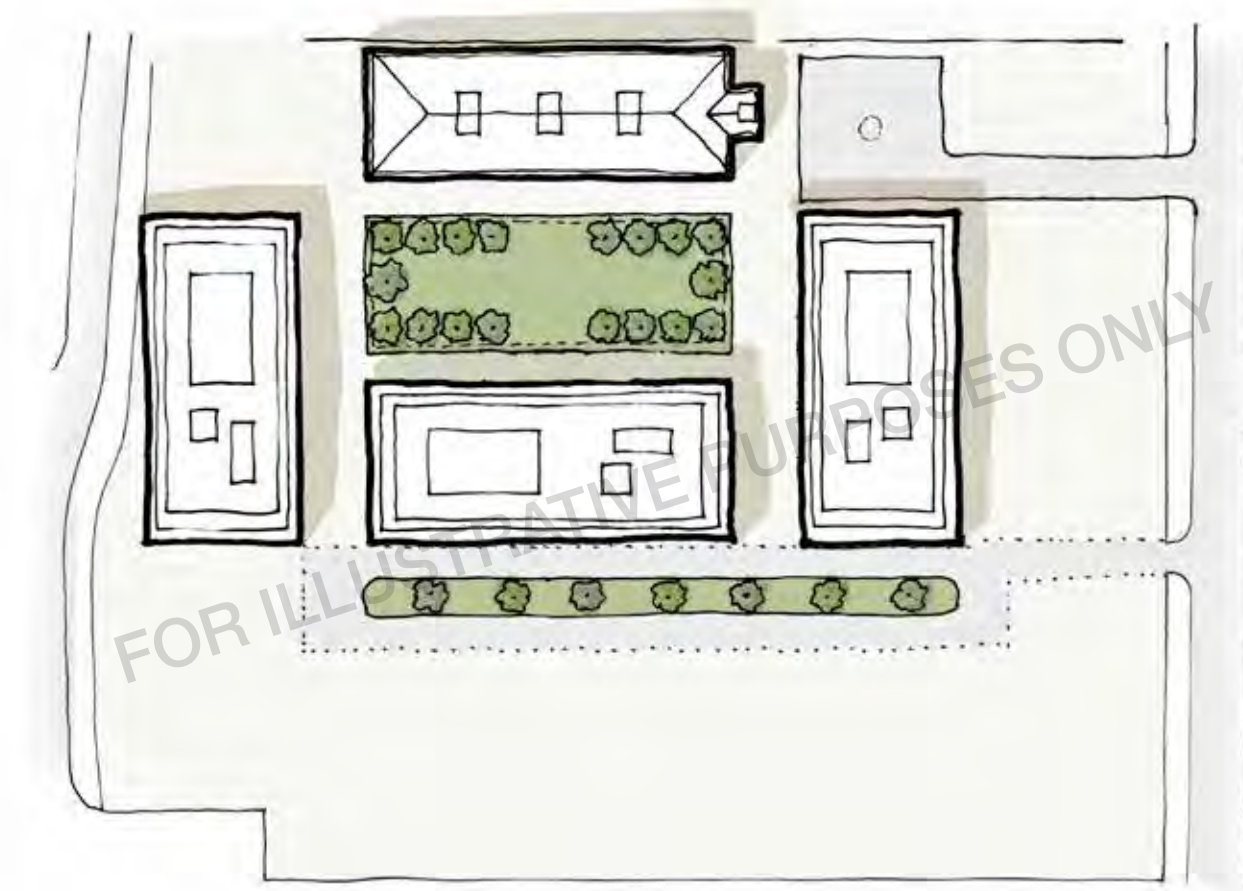
2. Reconfiguration of green space to create a garden square



3. New square as setting for the Riding School



4. Apartment buildings enclose square



5. Linear garden



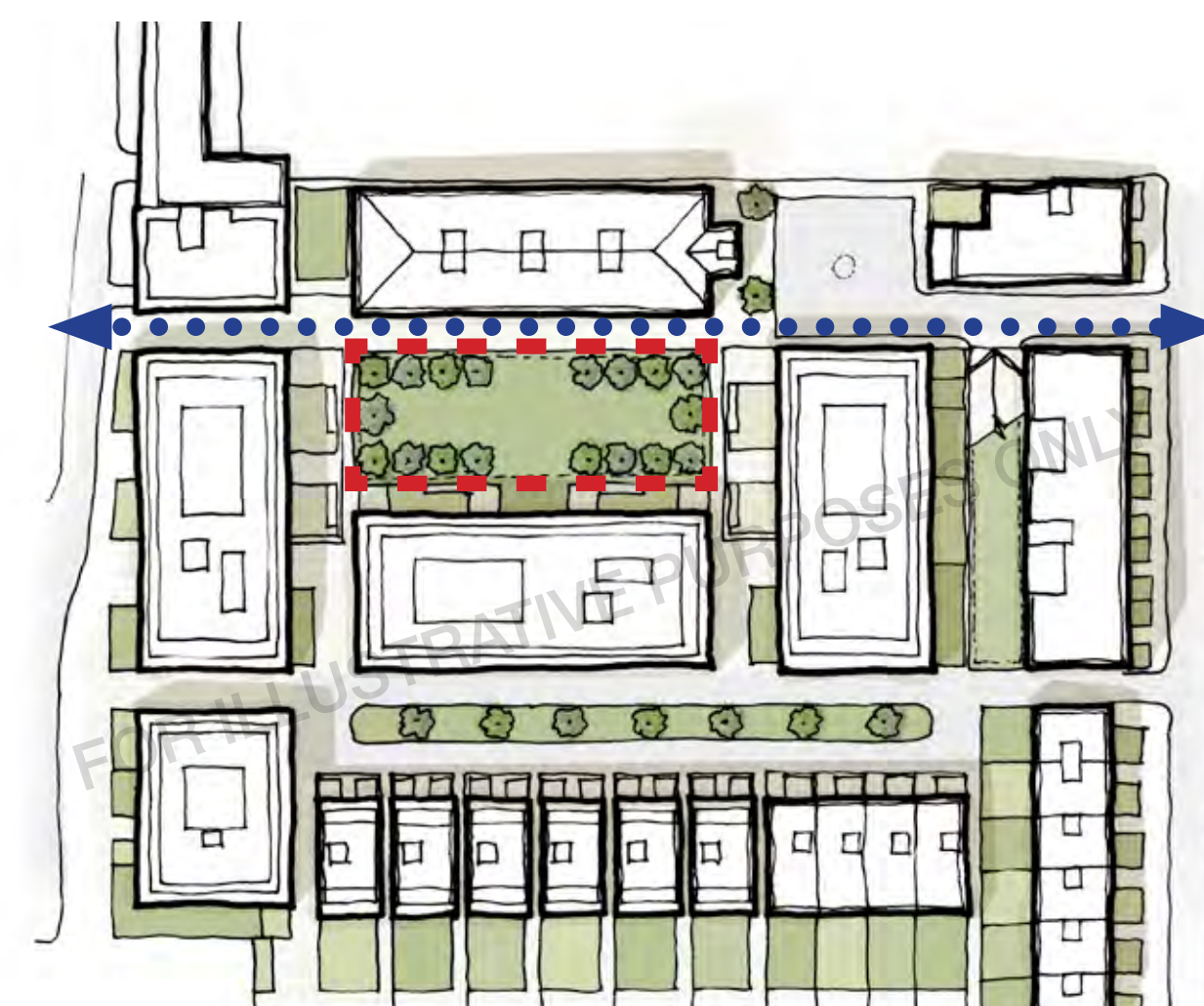
6. Villas sit on new square



7. Houses and smaller flats on Ordnance Hill

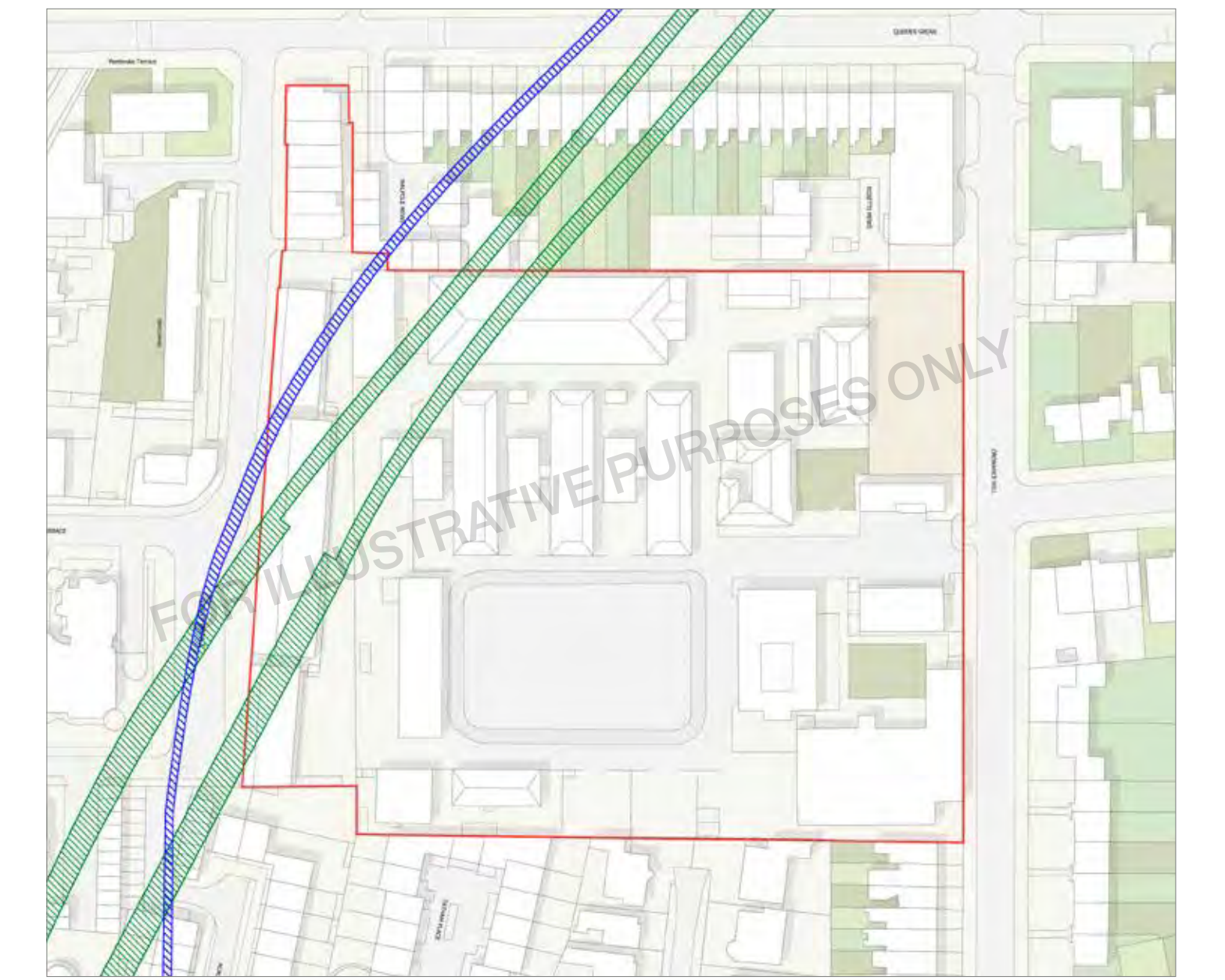


8. Shared and private amenity

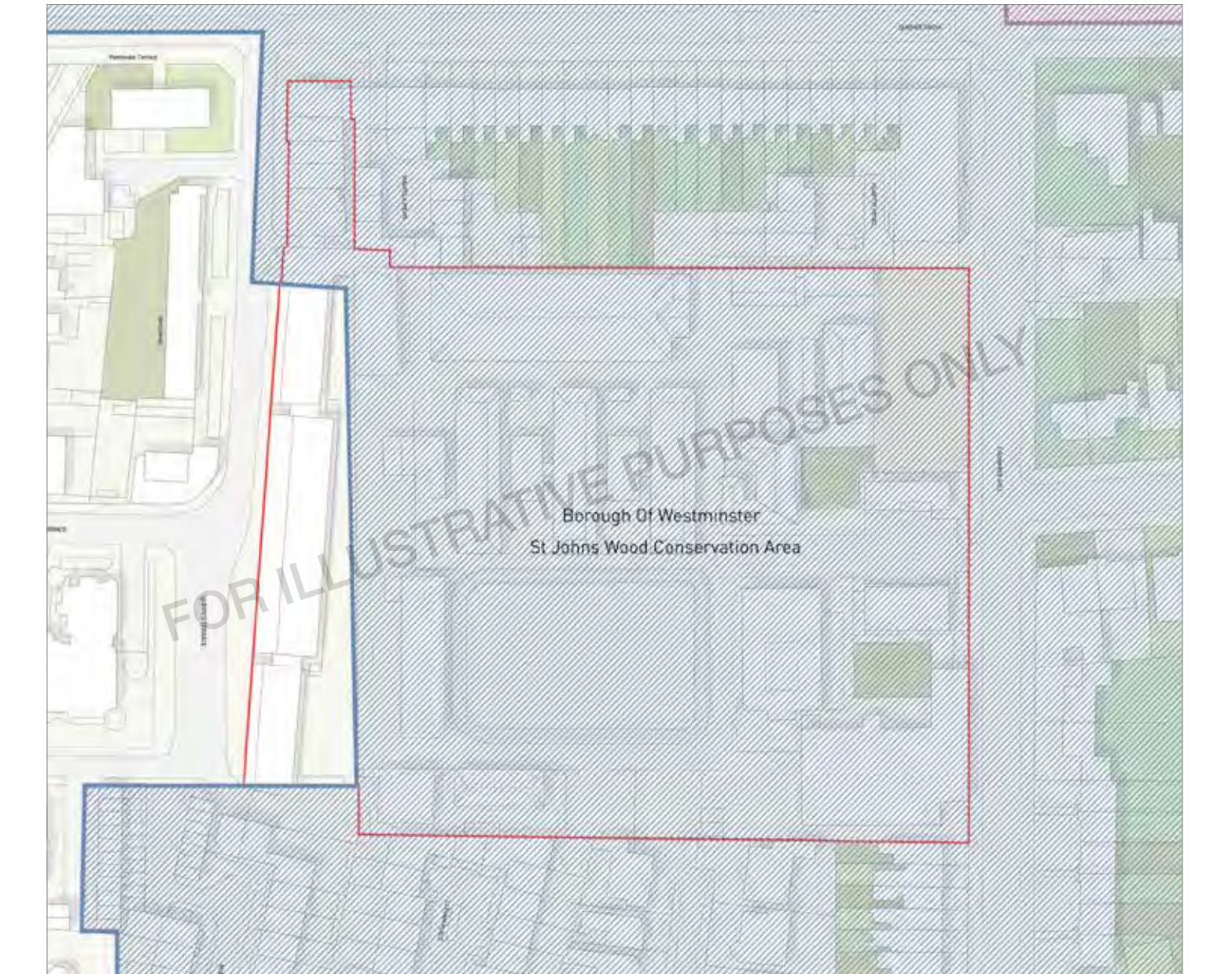


9. Public access across the site

UNDERSTANDING THE AREA - SITE CONSTRAINTS



Subterranean site constraints LUL Tunnel Sewer



Conservation area



Listed buildings

Design proposals - Overview

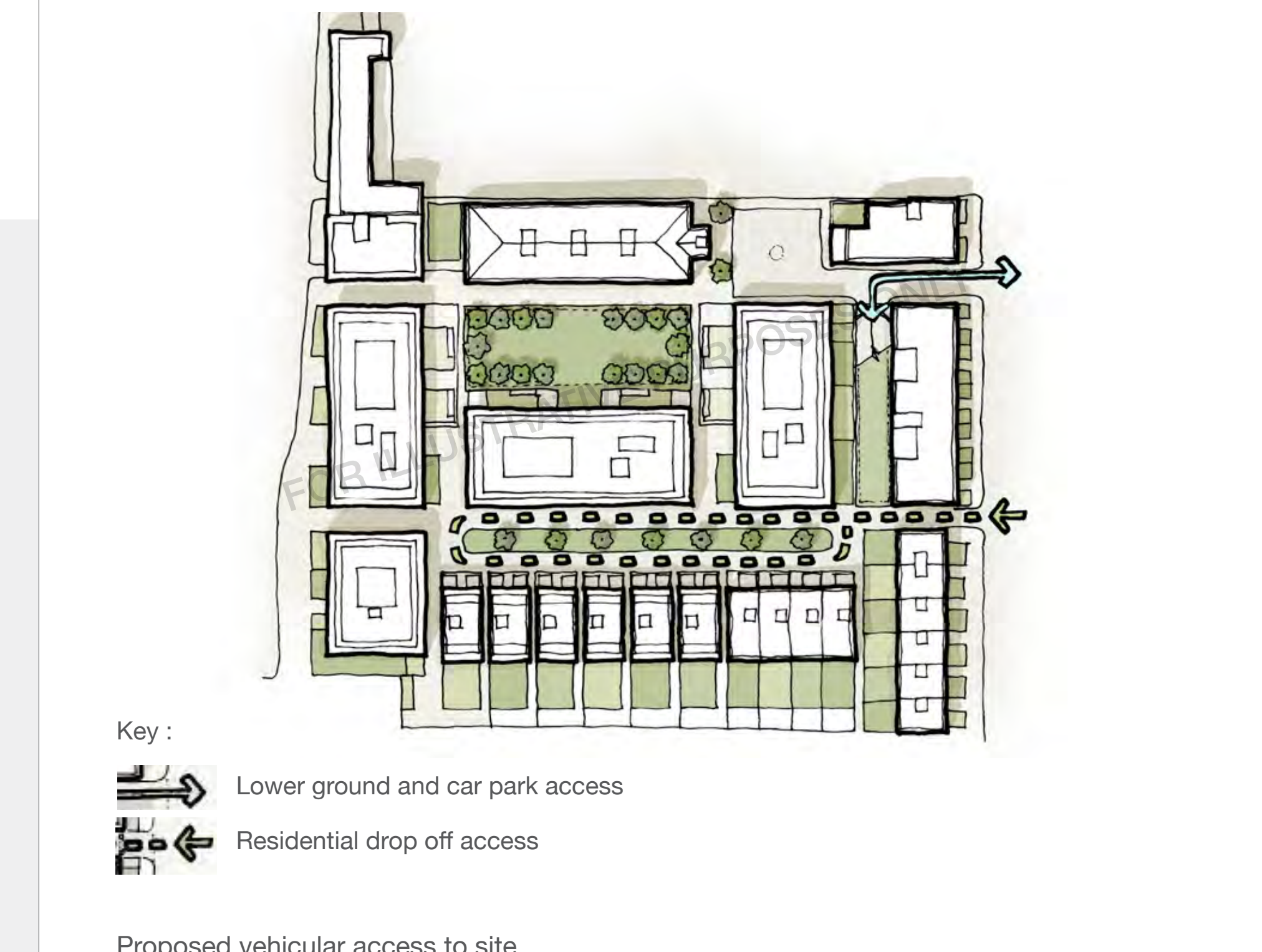
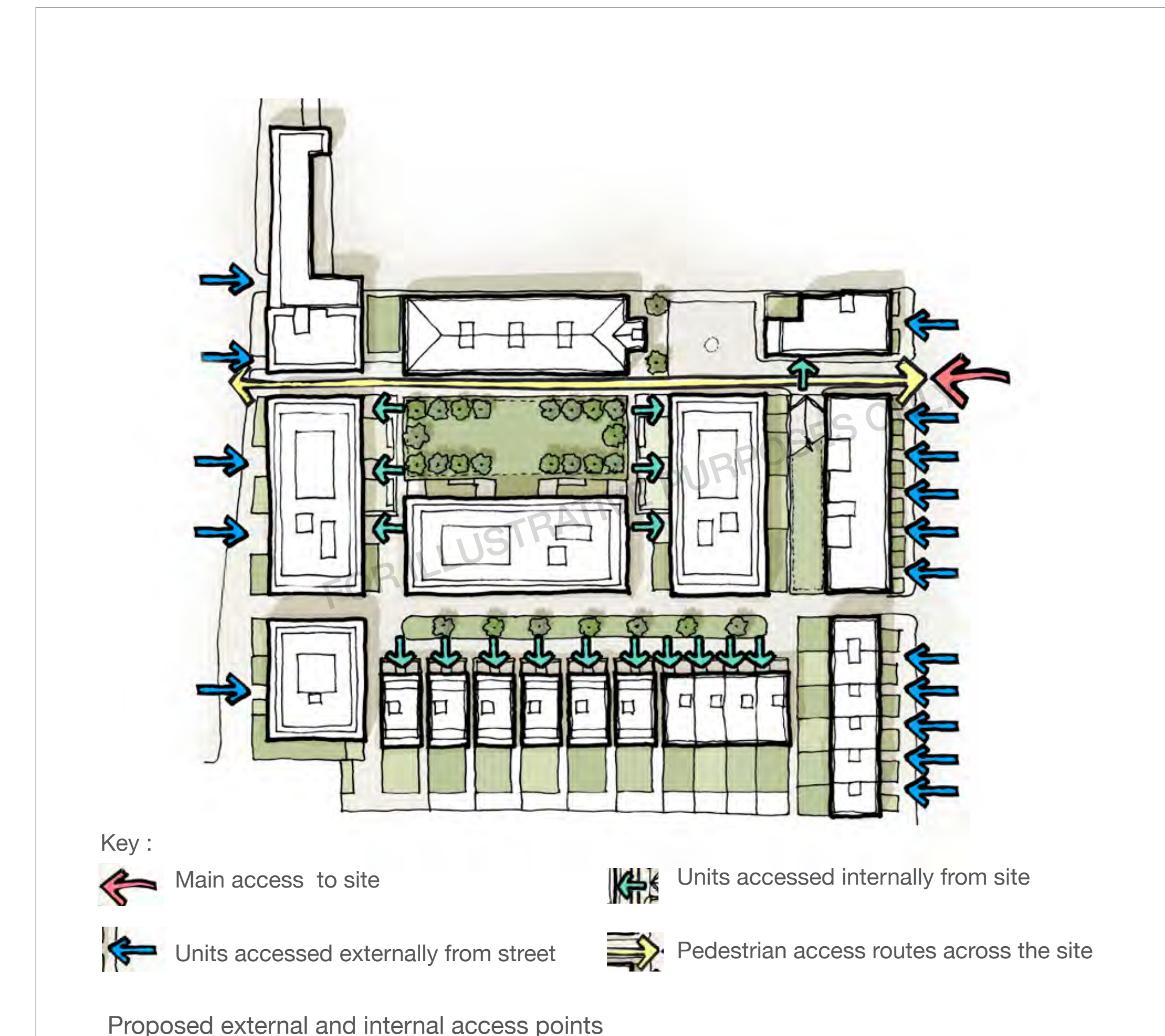
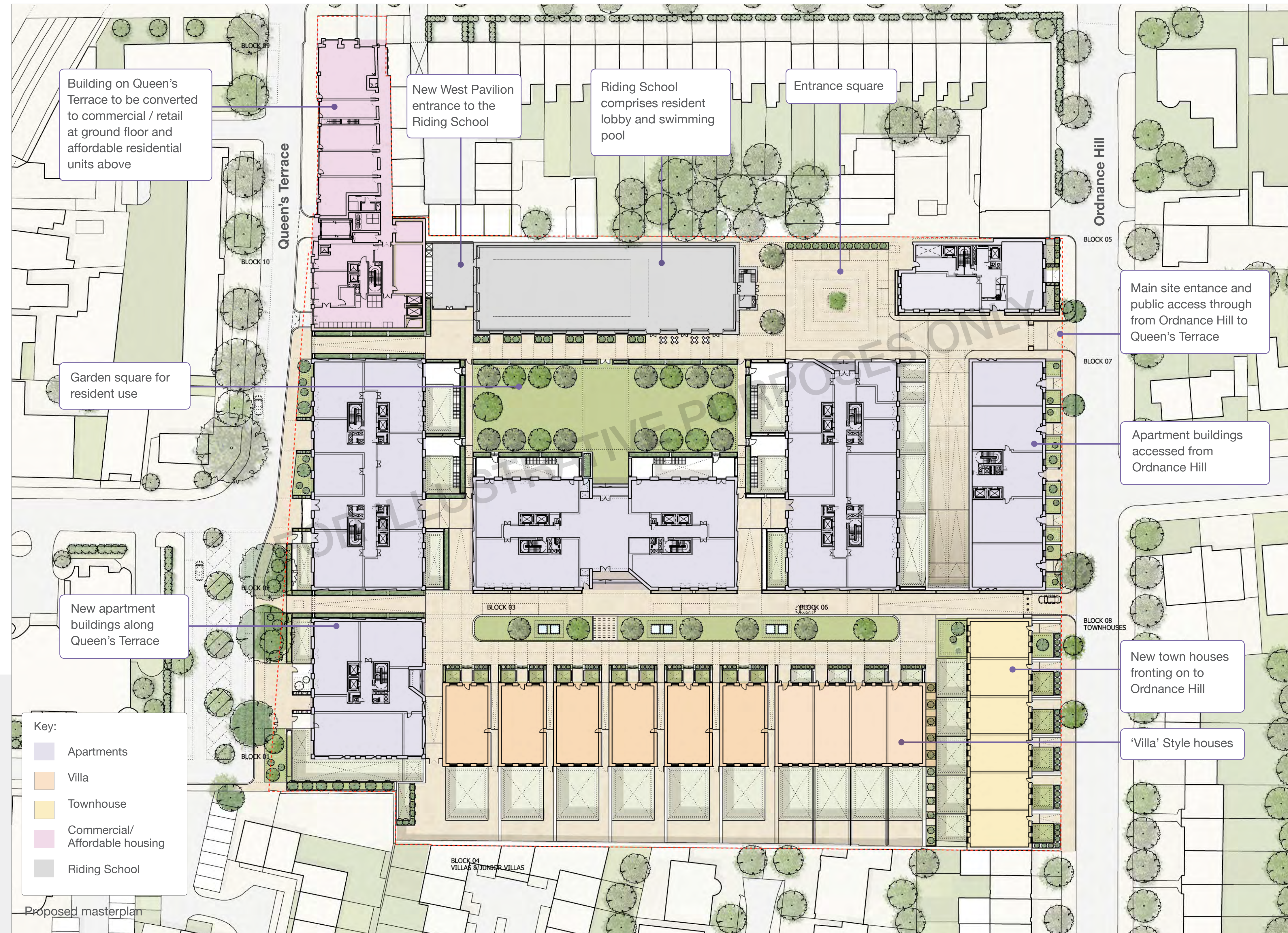
PROPOSED SCHEME

The proposed scheme is predominantly residential and consists of a mix of apartments and houses.

Proposals for the site include:

- 163 new residential units comprising of 7 apartment blocks and 16 individual houses
- Refurbishment of the northern part of Queen's Terrace to provide retail uses at ground floor and apartments on the upper floors
- Below ground accommodation for ancillary use, leisure and parking
- Refurbishment of the existing Riding School to provide leisure use
- Garden Square for residents (approx. 75m x 35m)
- Entrance square at the Riding School for vehicular drop-off and access
- Public right of way connecting Queen's Terrace and Ordnance Hill past the Riding School and Garden Square

The Grade II listed Riding School building provides an entrance pavilion for the development as a whole. The garden square creates the enhanced setting for the Riding School and also provides a visual amenity to the public. Apartment buildings are set around the square and a new 'linear garden' to the south of the square provides access to villas sitting on the southern boundary of the site. A public, pedestrian access route across the site, enjoys significant visual amenity, connecting Ordnance Hill with Queen's Terrace.



DESIGN PRECEDENTS



1 - Local villa precedent - Clifton Gardens



2 - Local townhouse precedent - Ordnance Hill



3 - Local elevation design precedent - Queen's Grove



4 - Garden square precedent - Alma Square

Design proposals - Overview

PROPOSED SKETCH VIEWS



Ordnance Hill - Current view



Site entrance - Current view



Queens Terrace - Current view



Ordnance Hill - Proposed view



Site entrance - Proposed view



Queens Terrace - Proposed view

Design proposals - Architectural character

APPROACH TO DESIGN

The architecture for both the individual houses within the scheme and the apartment buildings has been informed by the local character of St John's Wood. This has influenced areas of design such as building and facade proportions and proposed combinations of materials.

The intention is to complement and enhance this through using references to the heritage and history of the site in some of the details of both the architecture and the landscape.



Design precedent - Houses on Queen's Grove



Illustration showing proposed approach to apartment buildings



Illustration showing proposed approach to houses within the site



Potential to use historical references within the scheme



Illustration showing a proposal for an entrance threshold which could incorporate reference to the site history



Illustrative view showing proposed scheme on Ordnance Hill



Illustrative view showing the garden square with the Riding School shown, right.



Illustrative view showing the linear garden with houses on left and apartment buildings on right

Landscaping - Design Concept

VISION

There are four key spaces within the masterplan: the Garden Square, the Linear Gardens, the Riding School Square and the public routes. It is intended that each space will have different qualities, with a clear identity and function. There is a high level of ambition for the presentation of the proposed landscape together with its on-going management and maintenance.

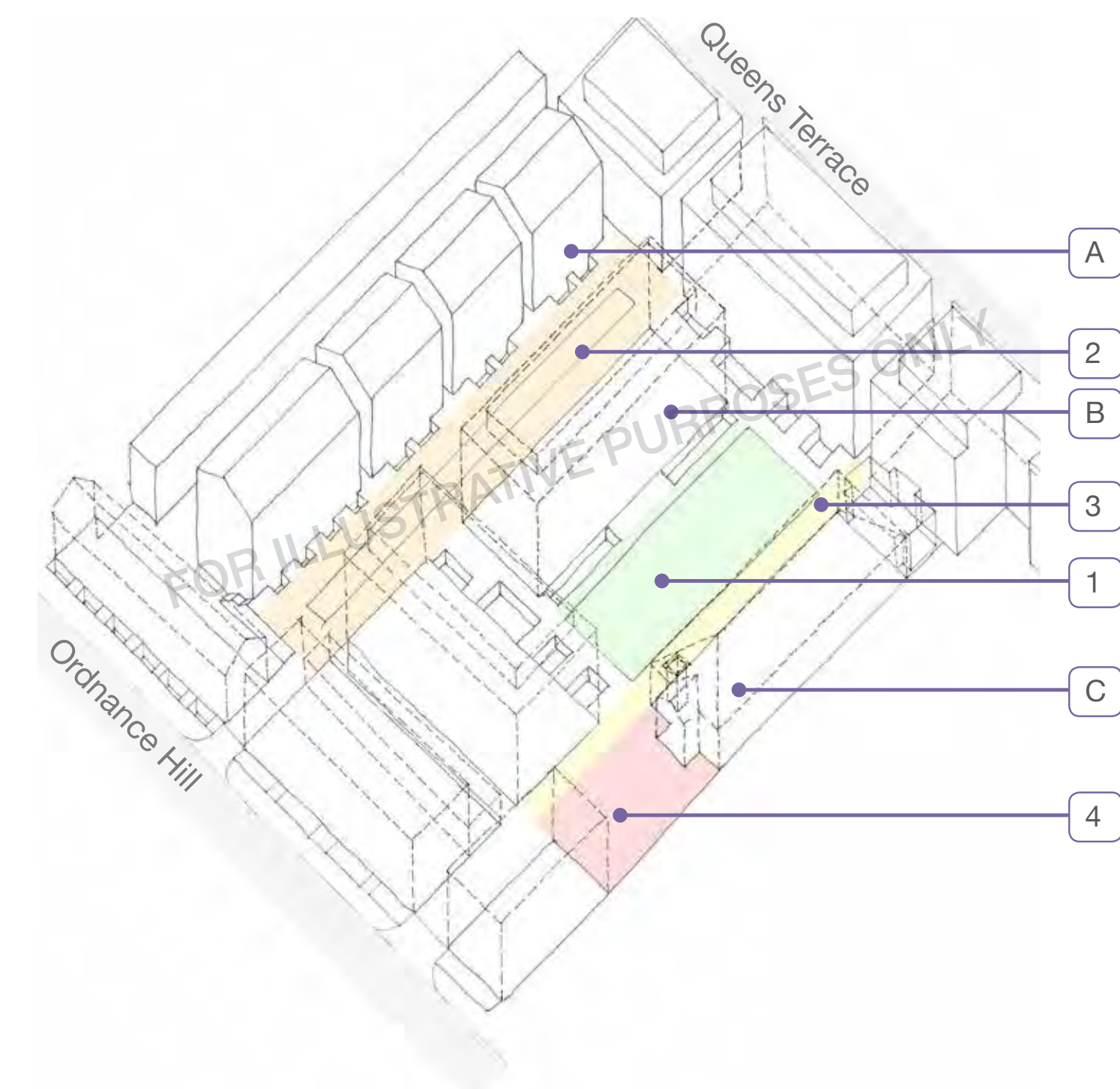
DESIGN CONSIDERATIONS

There are a number of elements to be considered, all of which will influence the design of the landscape for open spaces and movement routes. These include :

- Hierarchy - the need for a clear hierarchy of open spaces provided to differentiate between key and secondary spaces
- Movement - the need for a clear differentiation between private and public routes through the site
- Local Context - considering the surrounding streets and how the new proposed landscape relates to them
- Heritage – considering the history of the site and celebrating this appropriately
- Use – required uses to be accommodated, residential open space, children’s play etc.

Landscaping will also play an important role on Ordnance Hill, through the introduction of front gardens, and Queen’s Terrace through public realm improvements.

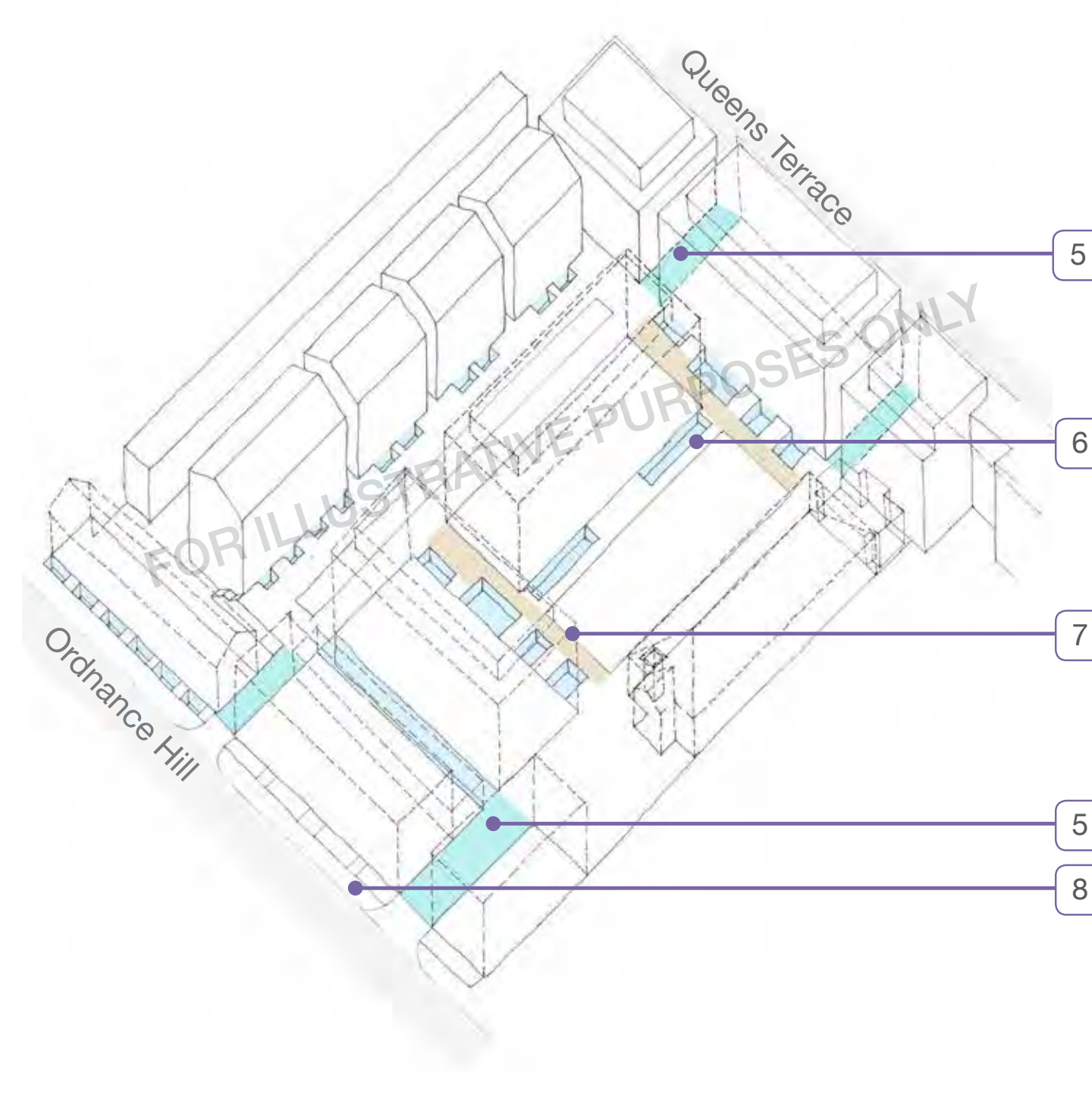
KEY OPEN SPACES



Primary open spaces

- 1- Garden Square
- 2- Linear Gardens
- 3- Pedestrian route
- 4- Riding School Square
- A- Villas
- B- Apartments

C- Riding School



Secondary open spaces

- 5- Thresholds
- 6- Sunken gardens
- 7- Through routes
- 8- Street frontage

THE GARDEN SQUARE



1 - Garden Square and movement routes concept sketch

The priorities for the primary communal space within the scheme are:

- Have the character of a typical London square
- Provide meaningful amenity space that contributes to a family orientated community
- Provide a safe place for children to play
- Create an appropriate setting for the Riding School



Garden Square precedent - Alma Square, NW8 London

LINEAR GARDEN



- The linear garden is envisaged as one of the more private spaces within the masterplan
- It will have the character of a quiet residential street
- It will provide an opportunity for interesting planting and trees
- It will provide visual amenity for residents



RIDING SCHOOL SQUARE



This square will be the arrival point for visitors to the site and should:

- Provide a welcoming setting for residents and visitors
- Provide a visual connection to the wider area and link with Ordnance Hill



PEDESTRIAN ROUTES & THRESHOLDS



- The link between Ordnance Hill and Queen’s Terrace will be the primary route through the development
- It will provide access to the Riding School
- It will be predominantly pedestrian and publicly accessible



Landscaping - Initial Proposals



Proposed landscaping areas



Riding School Entrance - early concept sketch



Garden Square Maze - early concept sketch



Front gardens to houses - early concept sketch



Linear garden - early concept sketch



Improvements on Queens Terrace - early concept sketch

In line with the principles set out for the landscape strategy, initial design work is being undertaken for each of the spaces identified on the above plan.

Key to spaces:

- 1 - Riding School Square
- 2 - Garden Square
- 3 - Public Route
- 4 - Villas & Front Gardens
- 5 - Linear Garden
- 6 - Improvements to Queens Terrace

Early ideas are emerging about how the history and heritage of the site can influence some of the landscape and public spaces.

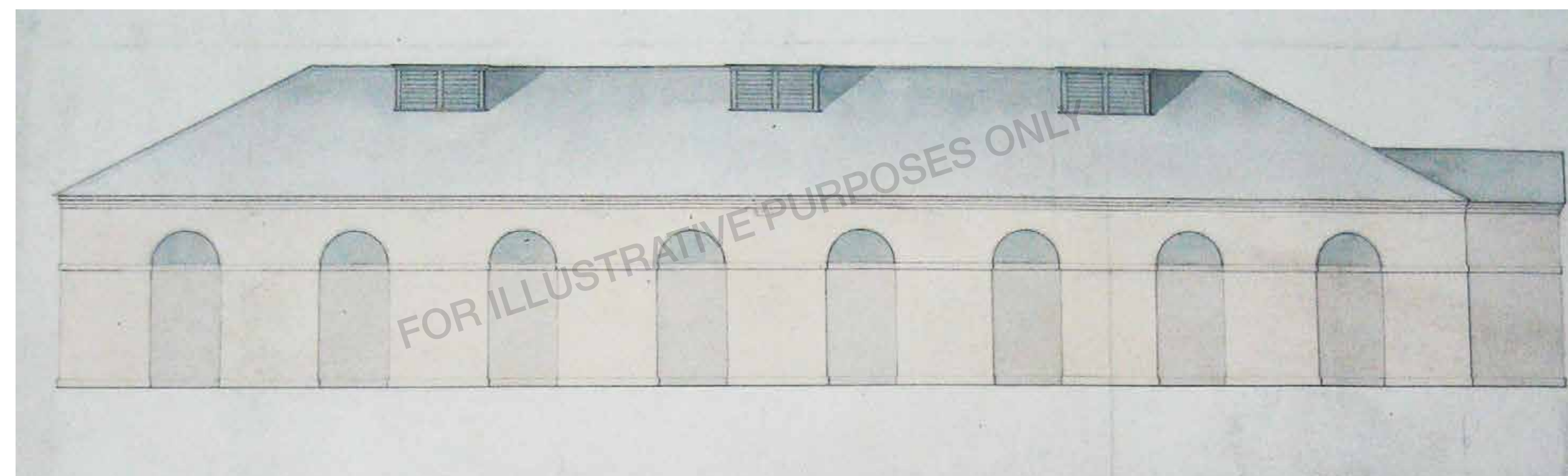


Design precedents and detail

Riding School - Approach to design



The Riding School in 1970



Riding School elevation drawing



Existing Riding School interior



Existing Riding School elevations



THE RIDING SCHOOL

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.

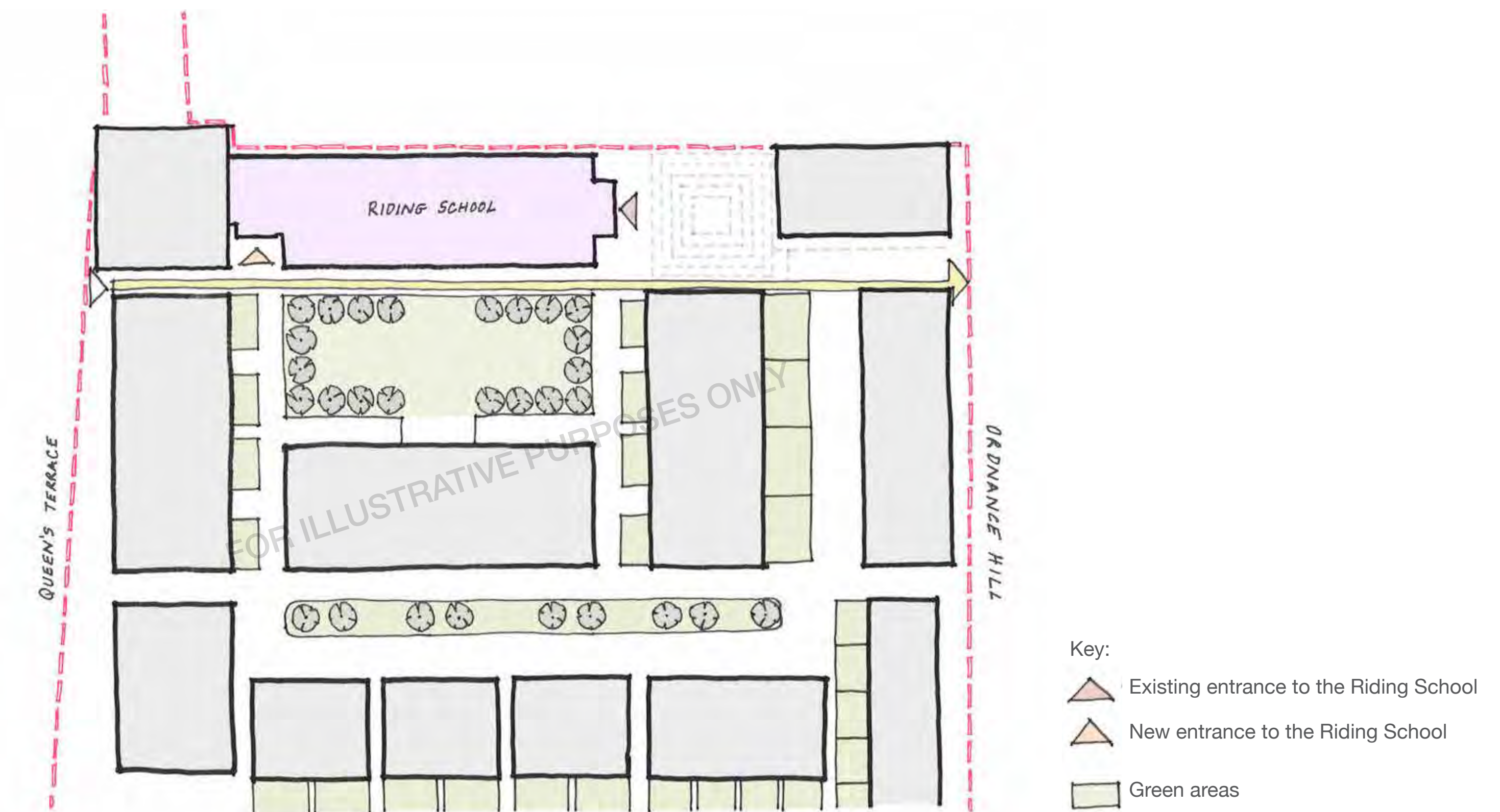
DESIGN APPROACH

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

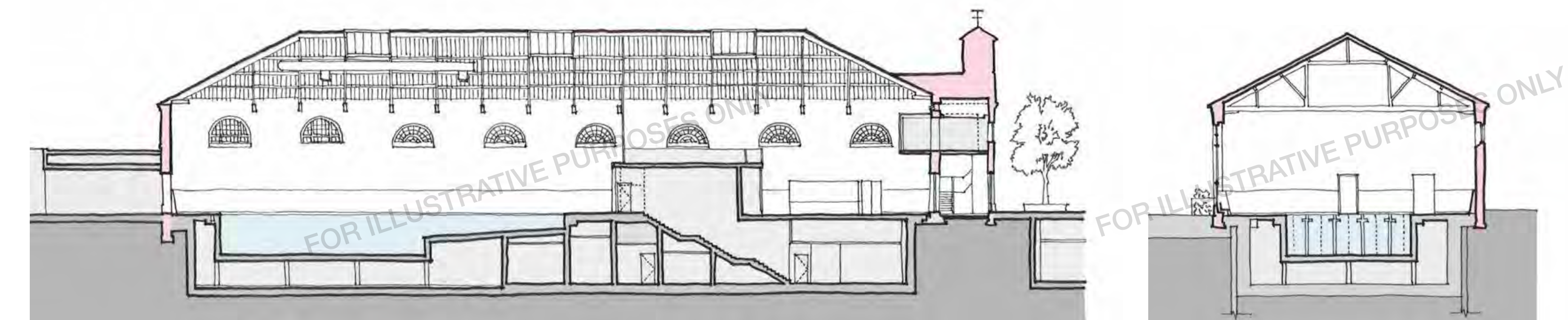
- To preserve the heritage of the building and provide an exciting and imaginative design that engages with its past
- To provide a physical and symbolic focal point for the development
- To create an interior space where the beauty of the timber-framed roof is preserved
- To create an active hub at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

In order to preserve the heritage of the building all elements of historical importance will be retained and restored. Any internal elements of the building that are not of historical significance, such as redundant mechanical and electrical systems, will be removed.

DESIGN APPROACH AND PRINCIPLES



Riding School proposed access



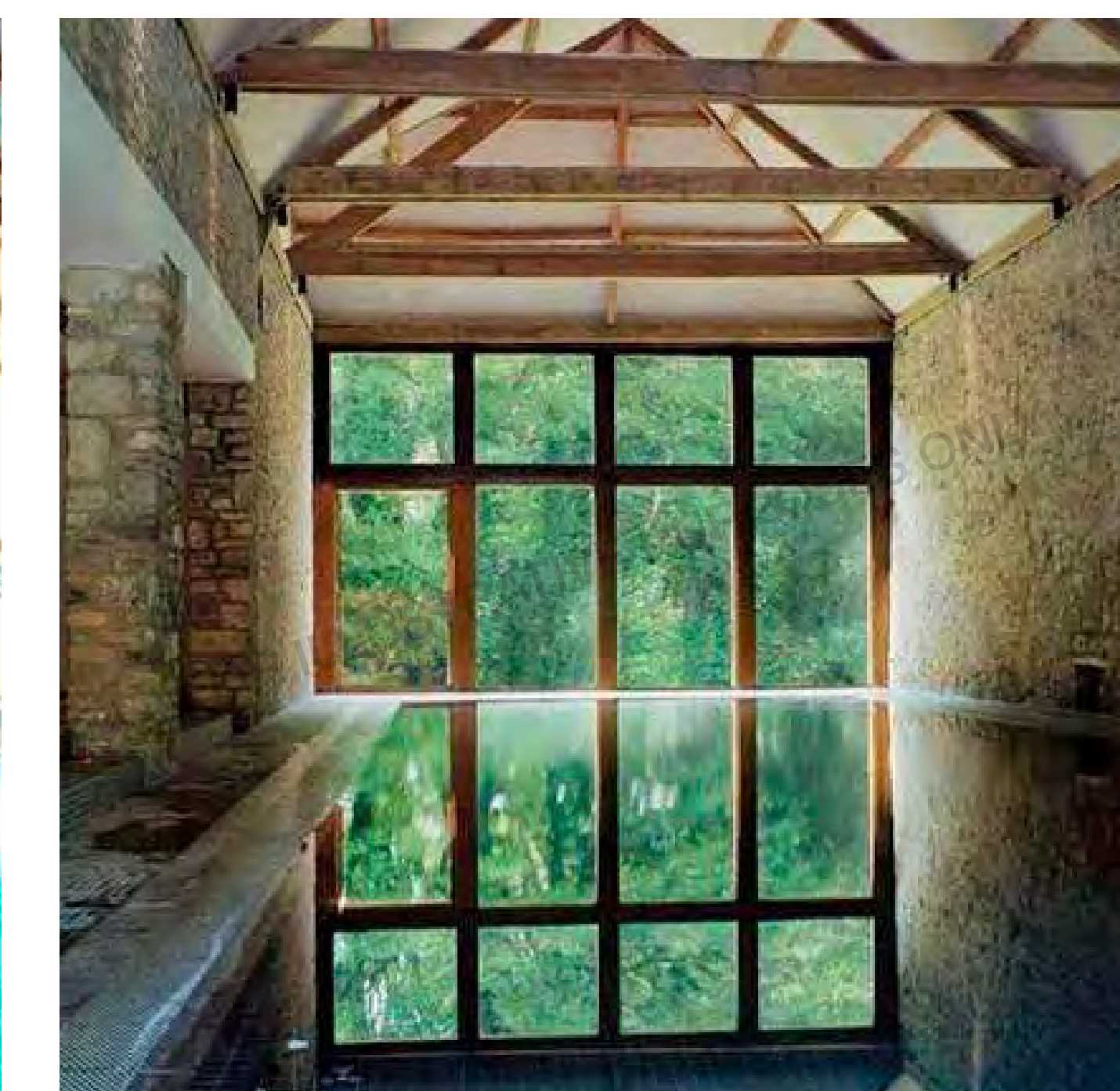
Key:
Existing structure to be retained
Proposed structure

Approach to use of existing and proposed structural elements

DESIGN PRECEDENTS



Virginia Water Park Estate, Virginia Water



Babington House, Somerset



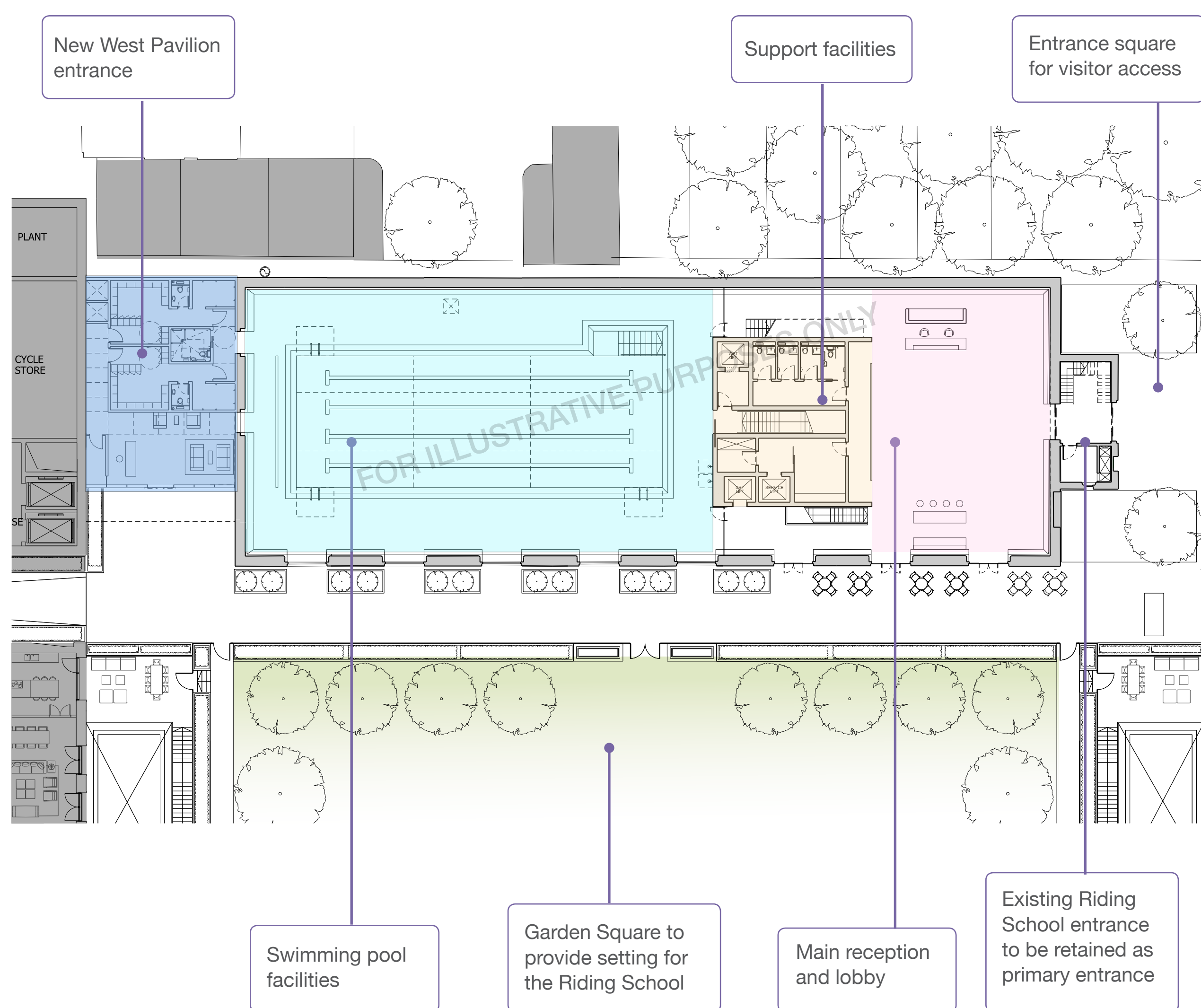
New West Pavilion - canopy precedent

Riding School - Design Proposals

PROPOSED PLAN

The new proposals for the Riding School include:

- Central concierge and reception facilities for the whole site
- Lobby area
- Private rooms for business meetings
- Indoor swimming pool
- Health Club including gymnasium and spa facilities
- A new West Pavilion swimming pool entrance and changing facilities



Proposed ground floor plan indicating primary areas and uses within the building

PROPOSED ELEVATION

The existing external walls of the Riding School are to be retained. Subject to testing, the current proposal is to remove the existing pebbledash render to reveal the original brickwork below. This proposal will depend on whether or not the removal of the render will damage the brickwork behind and that the quality and appearance of the existing brickwork is acceptable. If exposing the original brickwork is not feasible, a lime render option is also being considered.



Existing pebble dash rendered elevation



Proposed brick elevations



Riding School - Design Proposals

PROPOSED SKETCH VIEWS

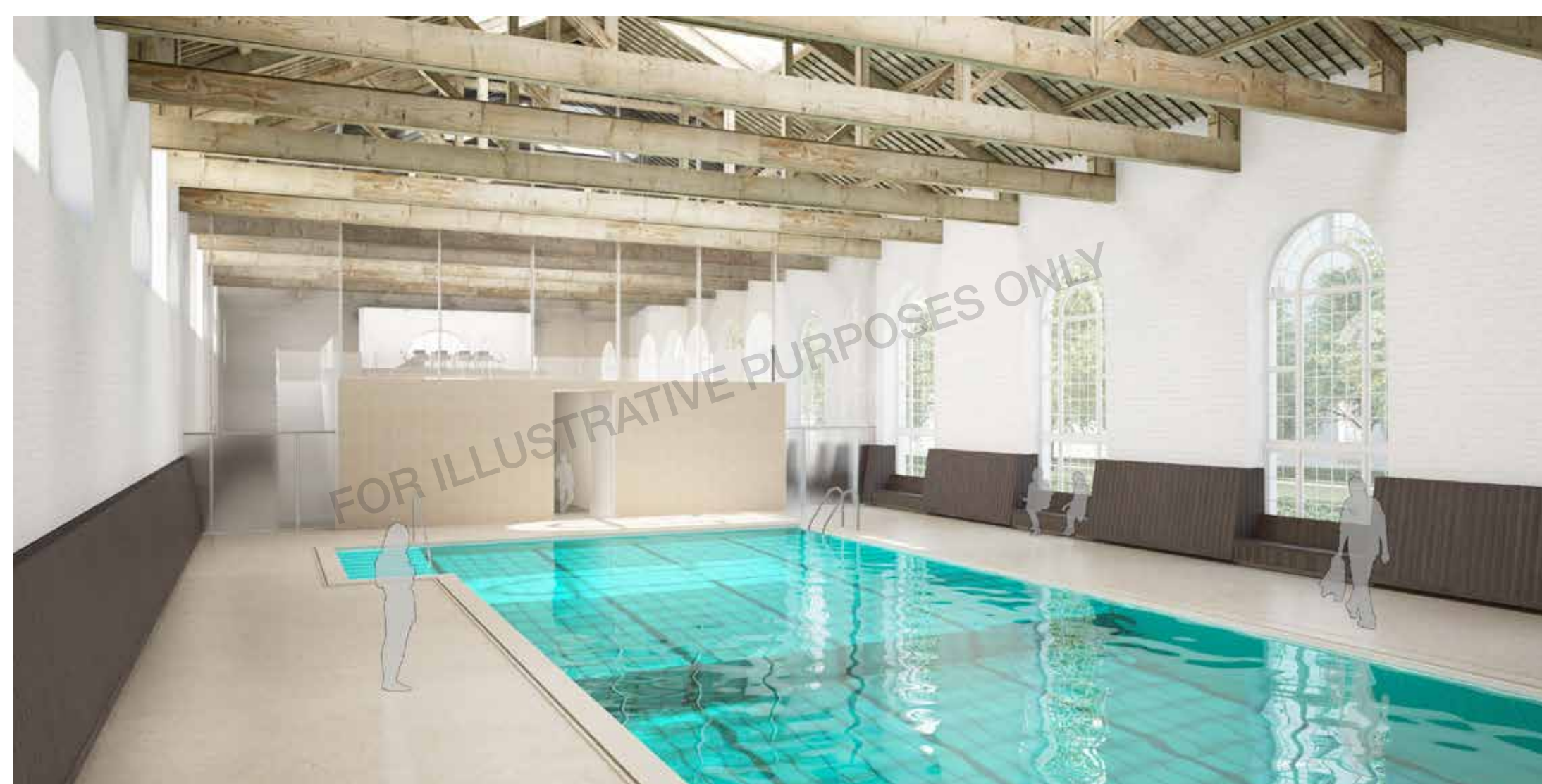
A sensitive approach will be taken to the refurbishment of the Riding School interior.

The distinctive combination of the unpainted timber trusses, the white painted walls and black painted battered timber panelling will be retained and restored. New lightweight and glazed elements will allow the existing structure to take prominence.

New elements and alterations will be designed in collaboration with heritage experts.



View 1 - Illustrative view of interior view from inside entrance

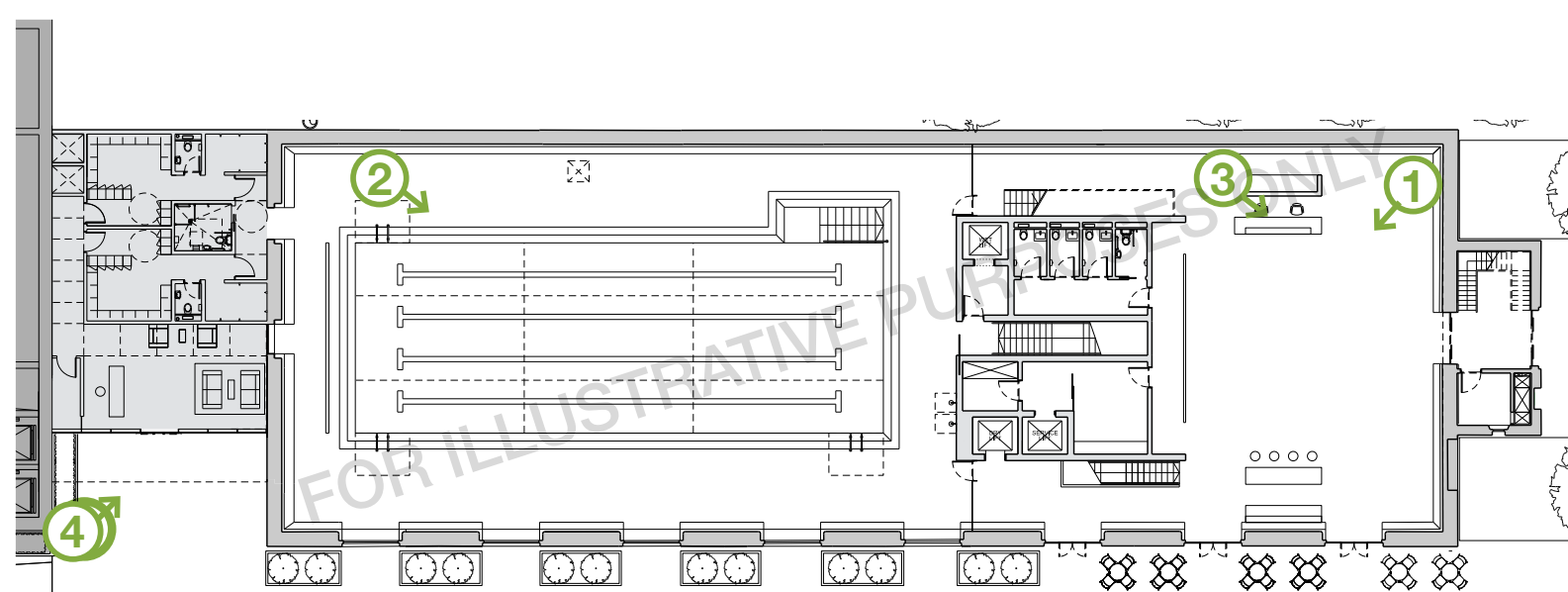


View 2 - Illustrative view of swimming pool



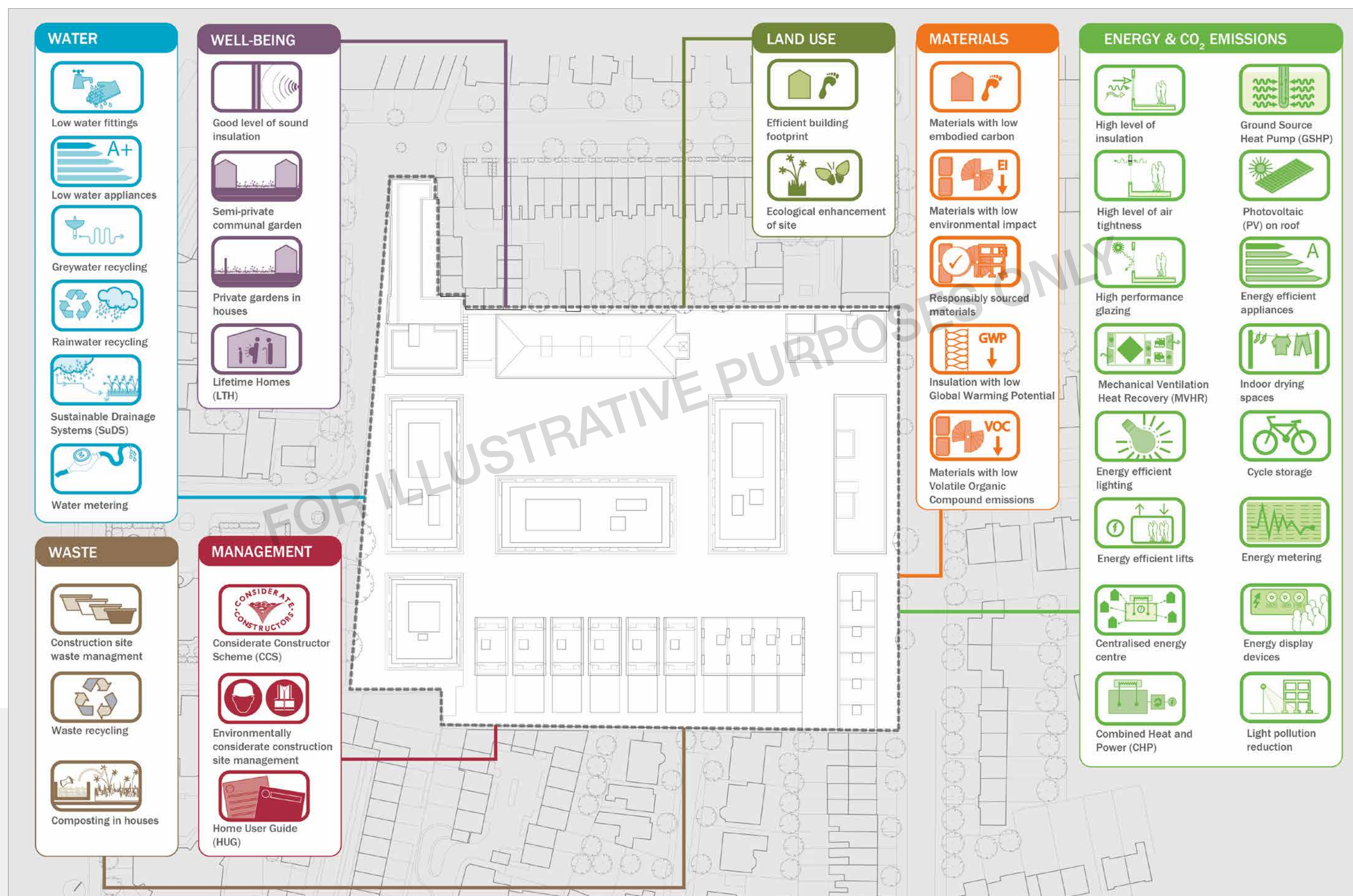
View 3 - Illustrative view of meeting space at mezzanine level

Key to views:



View 4 - Illustrative view of new West Pavilion and external canopy

Sustainability



Key environmental issues addressed

KEY ENVIRONMENTAL ISSUES

Sustainability considerations will be integral to the design of all aspects of the scheme. Some of the key features currently being considered are:

Energy & Co2 Emissions - Passive design measures will be adopted, 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 minimised through the adoption of low water use fixtures and fittings, and irrigation strategy (including greywater recycling and rainwater recycling). Surface water run-off storage and attenuation measures will be adopted to reduce the discharge of rainfall run-off to public sewers and watercourses.

Sustainable Transport - Adequate dedicated cycle storage spaces will be provided and a green travel plan will be developed to encourage the use of alternative means of transport to the development other than the private car.

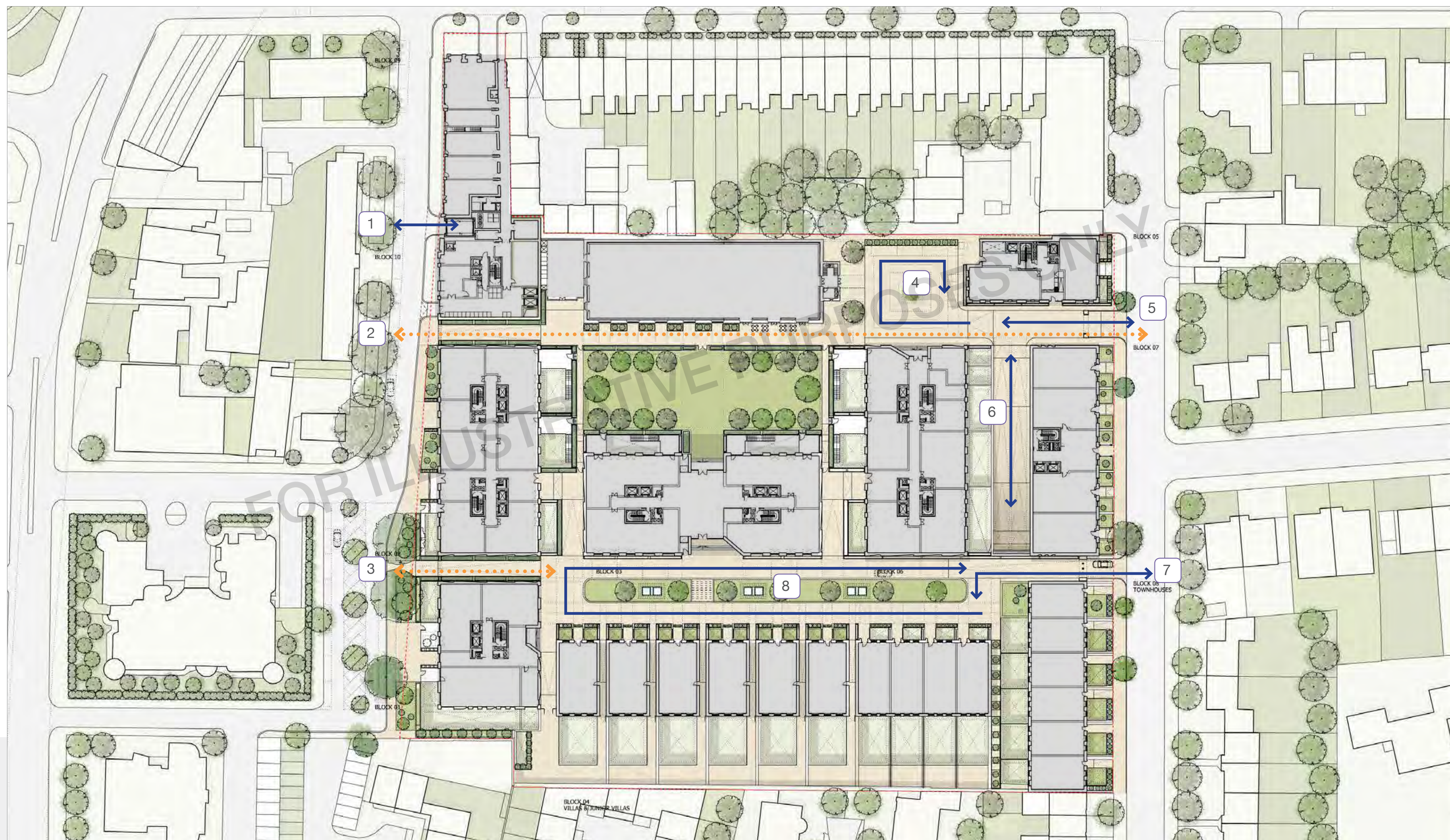
Pollution - Insulating materials with low global warming potential will be specified.

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 feasible.

Code for Sustainable Homes - Is the national standard for the sustainable design and construction of new homes, which aims to promote higher standards of sustainable design above minimum standards set out in current building regulations. Level 4 will be achieved across the site, except for 5 units on Queen's Terrace, where level 5 will be achieved.

Access & Parking



Proposed vehicular access and routes

ACCESS & PARKING PROPOSALS

The approach to access and parking is to minimise the impact of vehicular traffic both within the site and in neighbouring streets. The proposals include:

- Primary vehicular access from Ordnance Hill
- A drop-off area provided within the site
- Resident and visitor parking provided at lower ground level, with additional visitor parking provided at street level
- New residents of the site to be excluded from the existing Controlled Parking Zone (CPZ)
- New private CPZ to be created within the site
- All residents will have access to on-site car and cycle parking
- Service vehicles will be able to access lower ground levels

Key :



Pedestrian routes



Vehicular routes

1 - Access to underground parking for Queen's Terrace residential units

2 - Public pedestrian access from Queen's Terrace to Ordnance Hill

3 - Resident pedestrian access

4 - Drop off area

5 - Main access to site

6 - Ramp access to underground residential parking

7 - Resident access

8 - Drop off