

FORMER ST JOHN'S WOOD BARRACKS: PROPOSED PLANNING AMENDMENTS - MAY 2021

Welcome.

The purpose of this presentation is to enable you to view, and comment upon, two amendments to the permitted 2015 and 2017 residential consents for the former barracks which the owner is currently proposing to Westminster City Council (WCC).

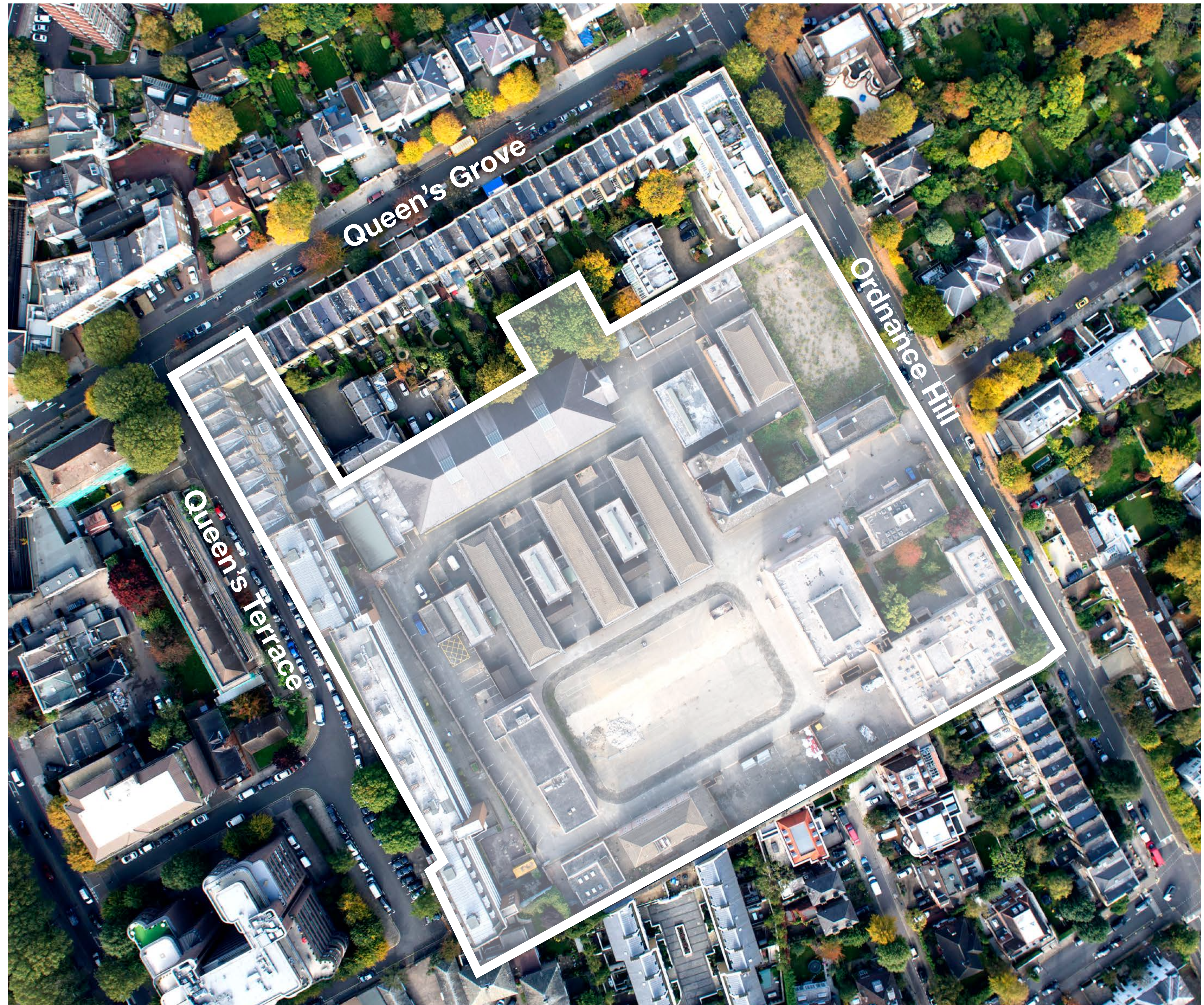
Proposed Amendments:

1. A reduction in the overall size of the proposed basement by c 30%
2. The phased construction of residences which had previously been consented as a single phase

There are no changes proposed to the above ground design, other than minor amendments to roof plant which allows the scheme to be phased and some lightwells becoming terraces.

Key Impacts:

1. Reduced basement excavation and a consequential reduction in overall construction traffic
2. Delivery of Phase 1 will be completed in 3 years to include the Ordnance Hill homes, the Riding School and the Garden Square in order to accommodate a phased development.
3. The construction duration increase from 5 1/2 years to 7 1/2 years
4. A change to the consented traffic routes for the later phases



CONSENTED SCHEME

Recap on the Consented Development

The owners of the former barracks, St John's Wood Square Ltd, received consent from WCC in 2015 (amended in 2017) for the site's residential redevelopment. The consent allows for the provision of 117 private dwellings and 59 affordable dwellings and for the restoration and re-purposing of the Grade II listed Riding School as amenity.

As part of the consent, WCC required that:

1. The development will form its own CPZ (parking zone) and residents will not be entitled to apply for permits outside of this zone
2. The private swimming pool (contained within the Riding School) will be made available for use by local residents and schools at times to be agreed

Neither of these requirements are affected by the proposed amendments.

The following pages provide detail of the reduced basement and phased development proposals.



PROPOSED BASEMENT

Overall, it is proposed that the scale of the basement is reduced by 30% (approximately 10,000sqm gross internal area) as follows:

- A significant reduction in the extent of the second basement level
- Internal layout changes to the first basement level

The impact of these changes are as follows:

- A reduction in the level of car parking from 203 as consented to circa 175 spaces. Note that there is no change to the affordable housing or visitor car parking numbers
- Unit numbers and mix remain unchanged
- No changes above ground level

The changes will significantly reduce the volume of construction and extent of basement excavation.

Image of the existing scheme basement levels

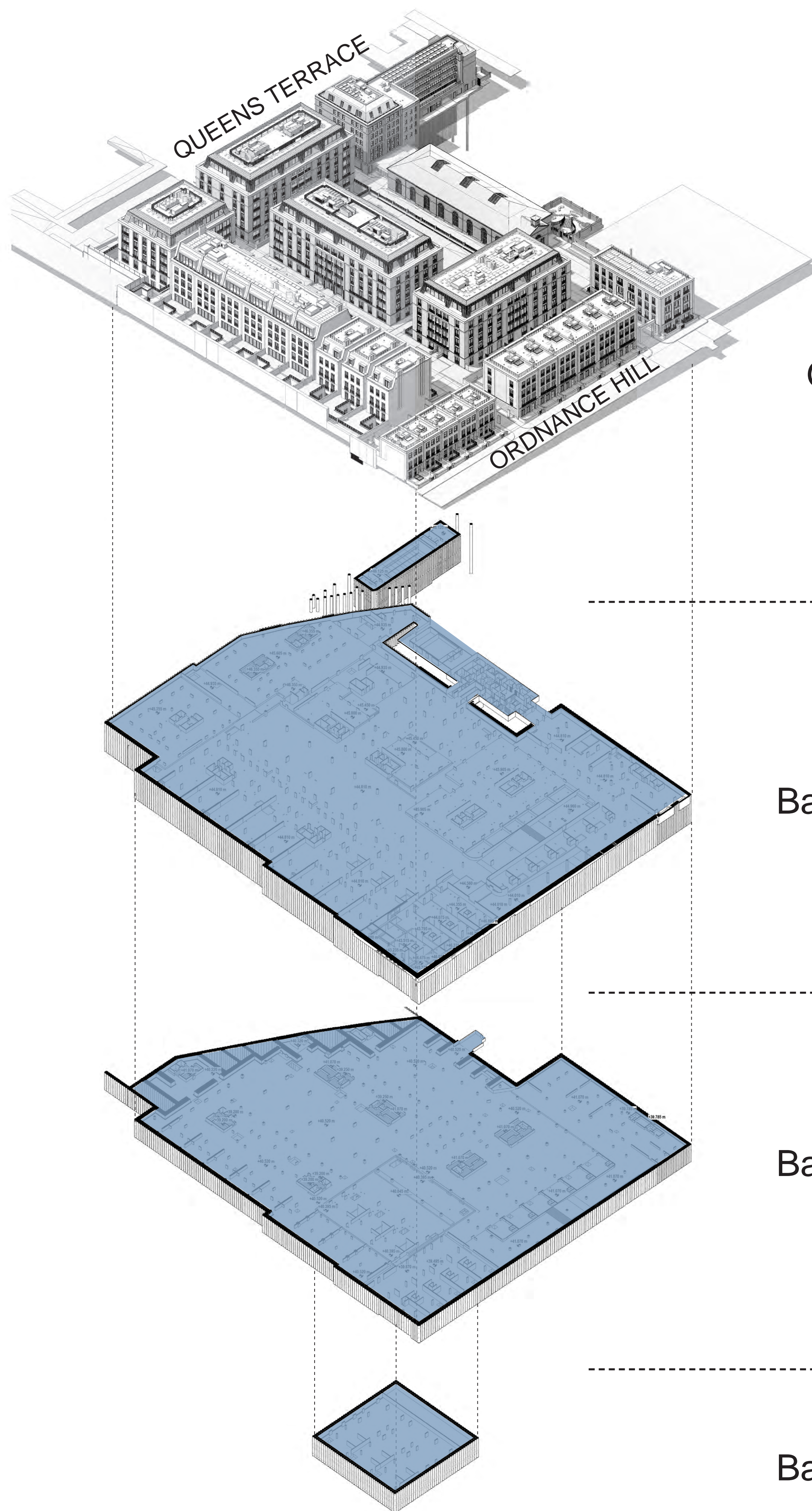
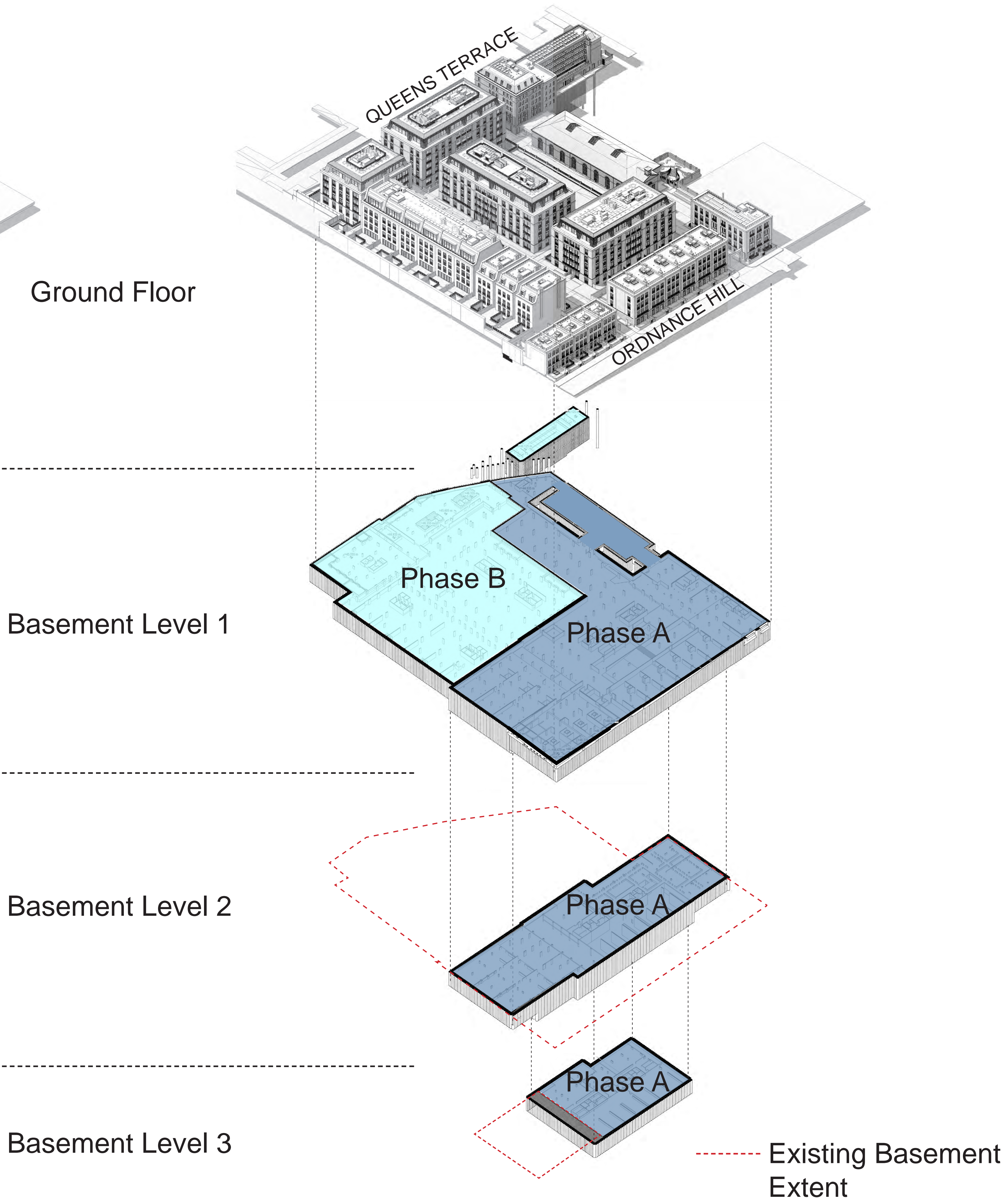


Image of the proposed scheme basement levels



PROPOSED PHASING

The plan is to:

- 1 Build the basement in two Phases (A & B)
- 2 Build the above ground elements in four Phases (1-4)

Phase 1 and Basement A

Phase 1 and the Basement Phase A will be built first, constructing the frontage along Ordnance Hill, the Garden Square and the Riding School along with the provision for the majority of the on-site parking. Phase 1 includes 16 Private homes. The off-site affordable provision, amounting to 40 homes, will be built at the same time as Phase 1.

Phase 2

Phase 2 will complete the remaining residential blocks above the basement phase A, delivering 25 private homes.

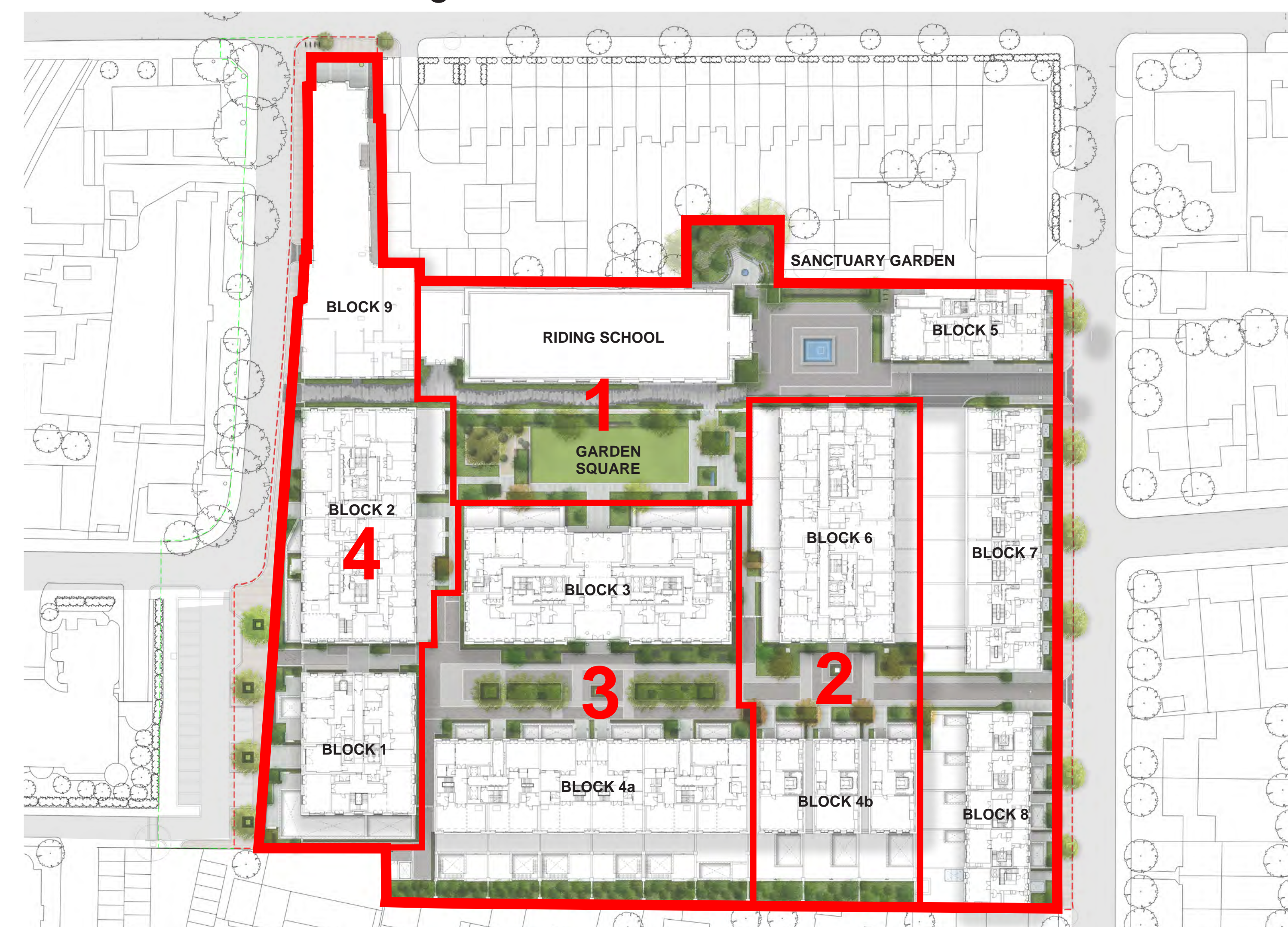
Phase 3 and Basement B

Phase 3 and Basement B will complete the basement and also deliver 36 private homes.

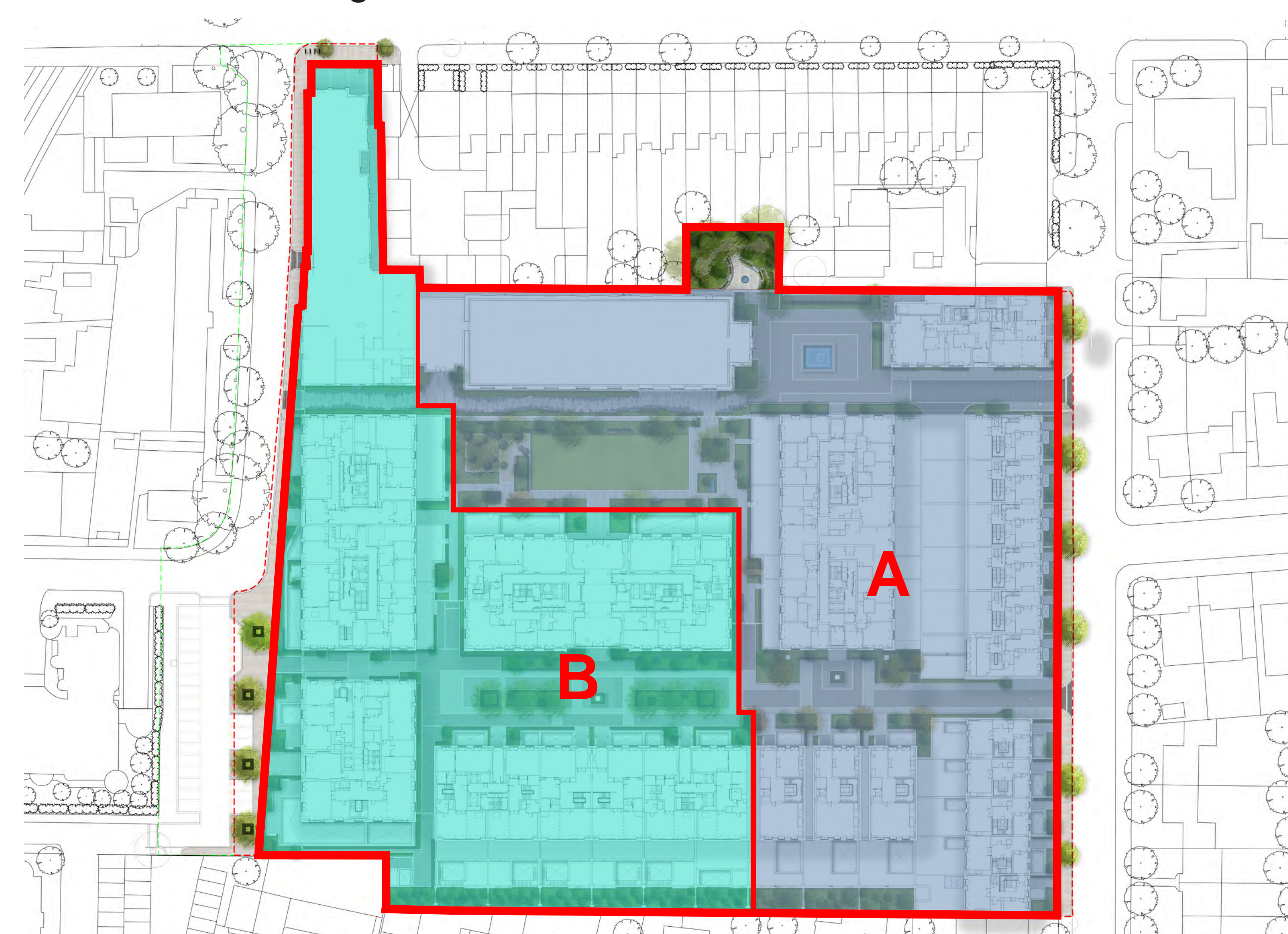
Phase 4

Phase 4 will complete the frontage on Queens Terrace, providing 40 private and 59 on-site affordable homes.

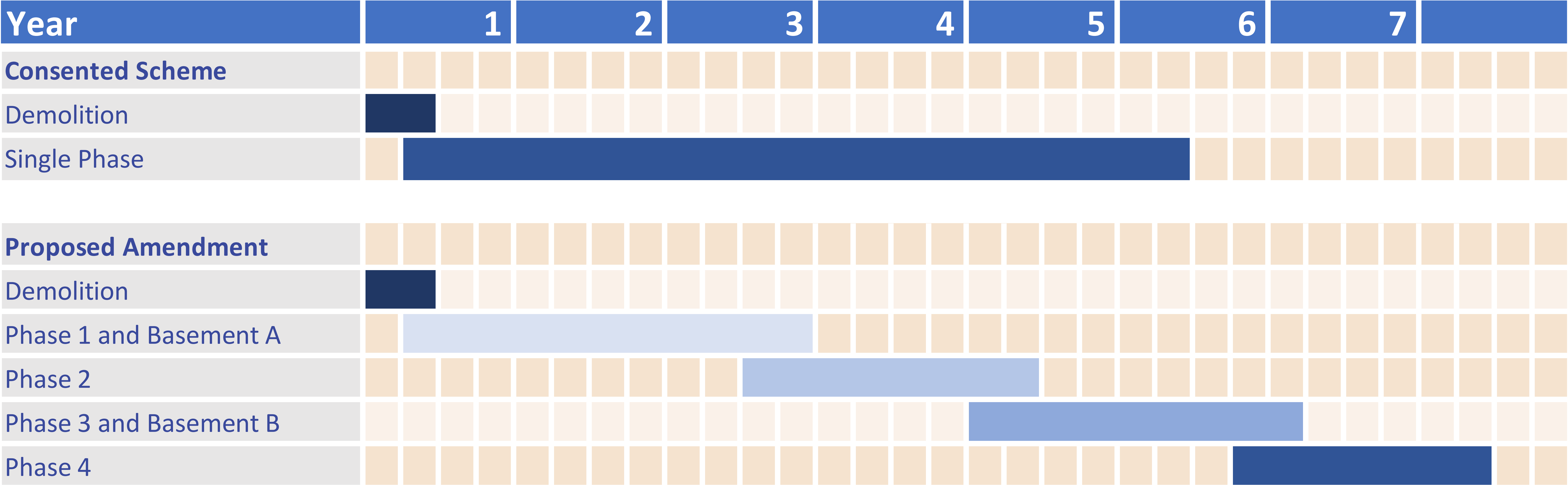
Above Ground Phasing



Basement Phasing









PHASED PROGRAMME



TRAFFIC ROUTES SITE DEMOLITION

Site Demolition

There is no change to the consented traffic route associated with the demolition phase of the project.




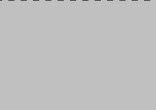


-  Vehicular movement
-  Site boundary
-  Buildings to be retained
-  Under Construction
-  Future Phases
-  Complete



TRAFFIC ROUTES PHASE 1 & PHASE A BASEMENT

Phase 1 and Phase A Basement

There is no change to the consented traffic routes and access with respect to these phases.







-  Vehicular movement
-  Site boundary
-  Buildings to be retained
-  Under Construction
-  Future Phases
-  Complete

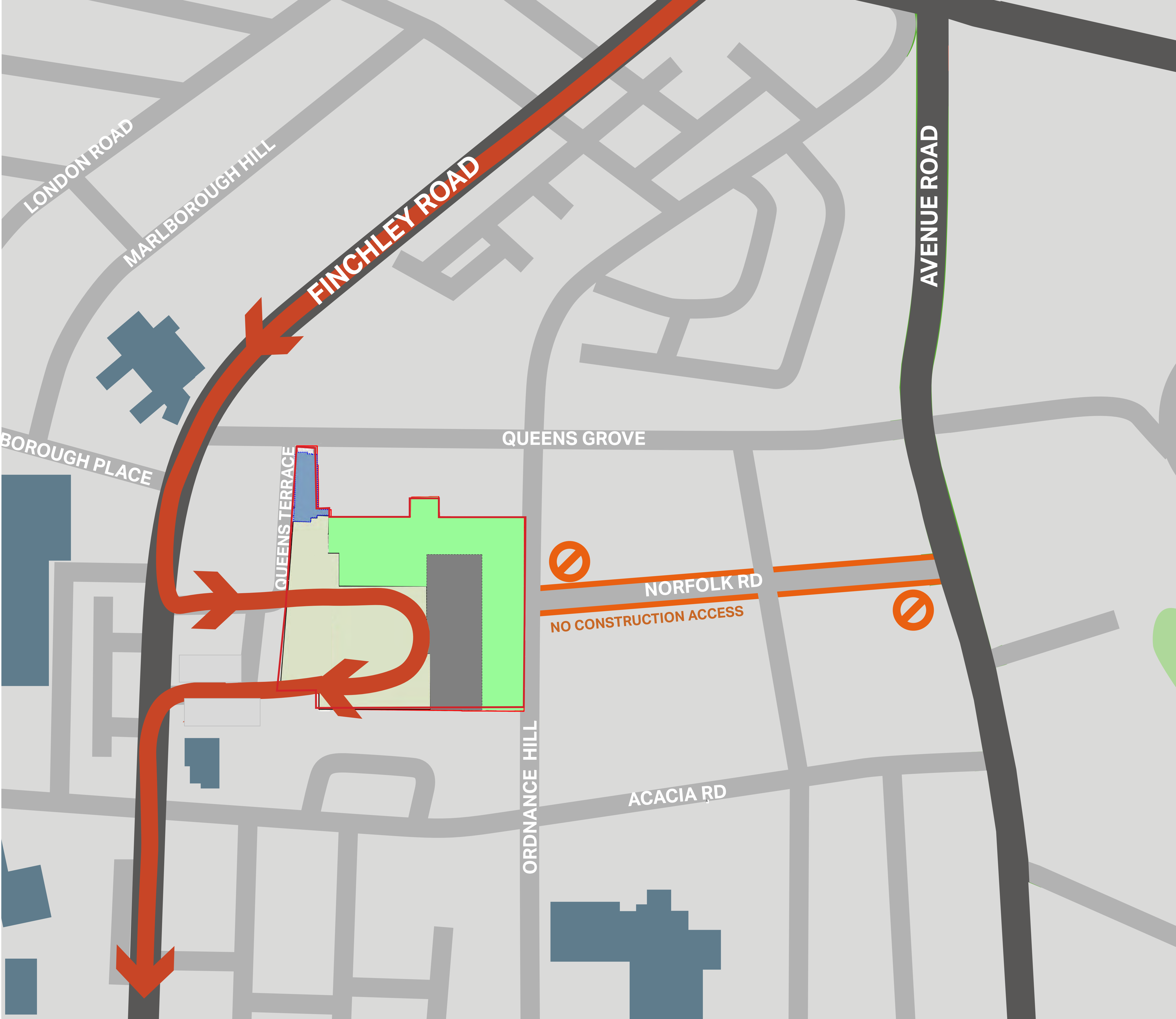


TRAFFIC ROUTES PHASE 2

Phase 2

Following the completion of the Phase A Basement and Phase 1 above ground, traffic associated with constructing Phase 2 above ground needs to follow a different route to that consented as egress via Ordnance Hill is no longer available. The proposal is for access and egress to be via Finchley Road and Queens Terrace as shown.



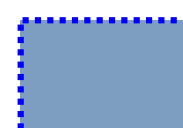



-  Vehicular movement
-  Site boundary
-  Buildings to be retained
-  Under Construction
-  Future Phases
-  Complete



TRAFFIC ROUTES PHASE 3 & PHASE B BASEMENT

Phase 3 and Phase B Basement

In this Phase the basement (Phase B) is now completed along with the 3rd above ground phase. Traffic routing deviates from the consented route. Access and egress are now from Finchley Road and Queens Terrace.







-  Vehicular movement
-  Site boundary
-  Buildings to be retained
-  Under Construction
-  Future Phases
-  Complete



TRAFFIC ROUTES PHASE 4

Phase 4 - Including the onsite Affordable

The final above ground phase completes the development and the frontage along Queens Terrace. The final phase includes the 59 on site affordable housing and 40 private units. The location of the affordable units opposite Barton Way requires a portion of the construction traffic for this last Phase only (Exit 1 in black) to be routed along Queens Grove whilst the remainder follows the Queens Terrace / Finchley Road as per previous Phases (Exit 2 in red).

-  Vehicular movement
-  Site boundary
-  Buildings to be retained
-  Under Construction
-  Future Phases
-  Complete



COMPLETED SCHEME

