

Delegated Report	Analysis sheet	Expiry Date:	10/09/2014
	N/A / attached	Consultation Expiry Date:	-

Officer	Application Number(s)
Charles Thuaire	2014/5642/P

Application Address	Drawing Numbers
St.Johns Wood Barracks Ordnance Hill London NW8 6PT	See decision notice

PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature

Proposal(s)
Demolition of existing Barracks buildings (except for the listed Riding School) and redevelopment for residential use (Class C3) to provide a total of 163 units. Use of the listed Riding School as private ancillary leisure facility with internal and external alterations. Provision of A1/A3 retail units at ground level at 1 - 7 Queen's Terrace, creation of landscaped areas and reconfigured vehicular and pedestrian access together with associated works including the provision of parking, circulation space, servicing and plant areas.

Recommendation(s): No objection

Application Type: Request for Observations to Adjoining Borough

Conditions or Reasons for Refusal: Refer to Draft Decision Notice

Informatives:

Consultations

Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		

Summary of consultation responses: -

CAAC/Local groups* comments: -
*Please Specify

Site Description

The application is in the neighbouring area of the City of Westminster which adjoins London Borough of Camden and its St John's Wood Conservation Area. The site consists of the grade II listed riding school and number of modern barracks buildings. It is within Westminster's St John's Wood Conservation Area.

Relevant History

31.3.09- no objection raised to City of Westminster on redevelopment scheme for same uses and scale (involving a new residential development (133 units) with a range of communal and leisure facilities).

12.7.10- no objection raised to City for revised scheme- Demolition of existing Barracks buildings (except for the listed Riding School) and the redevelopment for residential use (Class C3), to provide a total of 133 units (including the conversion of the upper floors of No's 2-6 Queens Terrace). Use of the listed Riding School as a private leisure centre with internal and external alterations. Creation of landscaped areas and reconfigured vehicular and pedestrian access together with associated works including the provision of parking, circulation space, servicing and plant areas. (Revised Scheme C).

Relevant policies

LDF Core Strategy and Development Policies

CS5 - Managing the impact of growth and development

CS11 - Promoting sustainable and efficient travel

CS14 - Promoting high quality places and conserving our heritage

DP16 - Transport implications of development

DP17 - Walking, cycling and public transport

DP18 - Parking standards and the availability of car parking

DP19 - Managing the impact of parking

DP24 - Securing high quality design

DP25 - Conserving Camden's heritage

DP26 - Managing the impact of development on occupiers and neighbours

Assessment

The proposal is similar to the previous scheme (2010/3286/P) which was approved by the City. The owners have revised the scheme in the light of the previous permission and revised it in various ways. The site only adjoins the borough boundary at its NE corner at Queens Grove and Ordnance Hill. The setting of St John's Wood Conservation Area (Camden) is the primary consideration.

The approved scheme, as well as its earlier variant in 2009, had 133 residential units plus 113 carspaces in various buildings ranging from 3-7 storeys high. The higher elements would be on facades away from the borough boundary, while those on Ordnance Hill would be 3-4 storeys high.

The new proposed scheme now involves 163 units in form of flats as well as houses, retail on Queens Terrace (away from Camden's boundary) and 144 carspaces. The height of buildings would continue to be 3-7 storeys high as before.

In terms of effect on Camden, the issues are design and transport as before. The building heights and styles would remain largely as before. The numbers of units have increased but so have the number of carspaces to a similar ratio of space per unit as before. No objection is raised as before. However comments remain as with the original scheme, where it was recommended that the provision for off-street car parking be significantly reduced if a car-free agreement cannot be secured and that a construction management plan should also be secured through S106. Overall, it is unlikely that there will be a significant impact on LB Camden.