

# Proof of Evidence - Jessica Howey

Planning Inspectorate Inquiry ref APP/N5090/V/22/3307073

London Borough of Barnet Application ref 20/3564/OUT

Broadway Retail Park, Cricklewood Lane, London NW2 1ES, commonly known as "the B&Q site"

## **Rule 6 party - Residents Associations**

NorthWestTwo Residents Association  
Cricklewood Railway Terraces Residents Association  
Mapesbury Residents Association  
The Groves Residents Association  
Golders Green Estate Residents Association

1 My name is Jessica Howey. I am Secretary of the Cricklewood Railway Terraces' Residents' Association. As a residents' association we aim to keep up with local developments in both Barnet and Brent, especially if they are likely to impact negatively on our homes, our gardens, our residents, the Terraces' Conservation area and wider Cricklewood.

2 Railway Terraces' residents had all expected - indeed wanted - the B&Q car park to be developed for housing. We hate its vast expanse of concrete. We always knew it would be developed for housing and are surprised this has taken so long.

3 We agree with the description of the site as 'under-utilised brownfield land' that is suitable for housing development. The site at present contributes little to Cricklewood town centre (other than the useful B&Q store and garden centre, which will be a noticeable loss).

4 Our opposition to the development relates to the size of what is proposed, specifically the height, which we believe impacts negatively – despite Montreaux's denials - on the adjacent conservation area, The Groves roads and on the surrounding Victorian and Edwardian context of Cricklewood town centre.

### **Public Consultation**

5 For the past 3 and a half years, residents of the Railway Terraces and Cricklewood, local people who would have to live with this gargantuan development on their doorstep, have felt they have not been listened to, they have been brushed aside. They feel that Montreaux and, initially the LPA, tried to push this development through, disregarding local opinion. The 'consultations' undertaken amounted to simply telling residents what was planned.

6 The first time we learnt of the development was in July 2019, when one of our councillors, Cllr Zinkin, said there was a development proposal for the B&Q site and he thought it would be useful to arrange a meeting between the LPA and the Railway Terraces, for which it would be a major change.

7 The meeting took place in the Terraces on 6 August 2019. It was attended by Cllr. Zinkin, Cllr. Clarke, the Head of Strategic Planning at Barnet and Carl Griffiths, Principal Planning Officer, Major Projects Team. Several residents were present, including the Chair of our association and a resident who is an architect. We were told that the site would be developed for housing (flats) and that now was the time to think about how the Kara Way playground might link to the development. We looked at sketches showing options for how the development might link or not link to the terraces, including a preferred option. 'Tall' (8-14 storeys) and 'Very Tall' (15 storeys and above) buildings were not mentioned. Perhaps we were naïve, but it never even occurred to us that anything other than 5 or 6 storey housing, similar to the flats on the other side of the railway, would be acceptable for a site in low-rise Cricklewood Town Centre, next to the tiny cottages of the Conservation Area.

8 Prior to the 6 August meeting with the CRTRA, a series of Pre-App meetings took place in May and June 2019 between Montreaux and Barnet senior planners. The minutes of these meetings record agreement that 'Tall' and 'Very Tall' buildings on the site were acceptable. The map of Cricklewood town centre in the *Barnet Tall Buildings Update 2019*, however, designated the town centre as suitable only for tall buildings of up to 14 storeys 'where appropriate'. Notes from the meeting state that 'Emma Watson voiced that the site is

located within a designated tall buildings area (as per the wider OA allocation for Brent Cross and Cricklewood'. (I obtained the notes of the Pre-App meetings under Freedom of Information – after my request was refused twice. We eventually received the minutes when Cllr. Ryde intervened.)

9 I attended several other consultations with Montreaux and Iceni. On 3<sup>rd</sup> October 2019, I joined them for a walkabout on the B&Q site, followed by a meeting in the Crown, where their architect showed us plans with lots of green space public realm and planting between buildings. At the very end of this meeting, came the very first mention of a tall building – a ‘marker’ building of 25 storeys. We left the meeting in disbelief, stunned.

10 On 29 January 2020, I attended a meeting with Iceni in the Crown and also the February exhibition at Ashford Place. Residents attending the exhibition commented positively on the greening of the grim B&Q site – green open space public realm between buildings that looked like 6 or 7 storeys – the tops of the buildings shown on the display boards were cut off - nothing that looked remotely like the CGI of the view as you come up Kara Way or approach Cricklewood station from Childs Hill. However, news of the scale and height of the development was becoming known, so questions were being asked about it and concern was being voiced. This is reflected in the feedback from the meeting.

11 In late February 2020, Northwesttwo residents’ association held an evening meeting for residents only at the Crown to discuss the development. In spite of the mounting concern about Covid, it was attended by 80+ residents, The major concern was the size and scale of the development, how it would overwhelm Cricklewood and the Railway Terraces, plus the usual other concerns about traffic, services, etc.

12 On 4 March 2020, representatives from the CRTRA attended a meeting organised by Finchley and Golders Green Residents’ Forum at Finchley Church End Library at which details of sites identified in Barnet’s forthcoming Local Plan as being suitable for development were presented by Barnet officers. Broadway Retail Park was included, with a suggested target figure of 1,007 units. That was the figure put into the draft (now the emerging) Local Plan.

13 As an association, we are used to consultations and are willing to engage with would-be developers. This can be with input from our councillors or without, such as with Ziser London over the Matalan development in Brent, immediately opposite the Terraces. Guy Ziser took the trouble to meet with Gratton residents, visit a Gratton house and look towards the proposed development, the Matalan site, from the top floor of a Gratton house.

14 Residents participated in many meetings about the development of a rail freight aggregate facility at 400 Edgware Road - the DB Cargo site. Meetings, took place at the Holiday Inn, in DB's offices in central London and in the Terraces. They were attended by councillors, DB senior and director level personnel, their expert consultants, senior Barnet officers. We didn't want the RFF site on our doorstep but we worked with DB Cargo to get the best possible outcome we could. We now have a valuable on-going relationship with DB Cargo.

15 These consultations took place not only with the CRTRA (the aggregataes site is immediately next to the northern boundary of the conservation area), but also involved other residents’ associations in Cricklewood. Because Cricklewood is split between three boroughs

we are potentially vulnerable to harmful developments in Barnet, Brent and Camden and have learned to communicate and act together with residents across borough boundaries.

16 If Montreaux had engaged properly with local residents, it would have established common ground between all parties at an early stage and avoided mistrust, lost time and much expense.

### **The application, subsequent revisions and public response**

13 On 31 July 2020 the application was submitted to Barnet, prompting a massive number of objections from residents on the planning portal – chiefly to the proposed height and bulk. Objections came not only from residents in Cricklewood but also from a wide area across north-West London. Only around 2% of comments supported the development.

### **Strategic Planning Committee meetings and their decisions**

14 I attended the 9 September 2021 Strategic Planning Committee meeting, which approved this development. A Railway Terraces' resident spoke against the development, as did Mr Tansley from the Northwesttwo residents association.

15 The meeting was rather unusual. Our ward councillor, Cllr. Zinkin, spoke **against** the development at the meeting. He said *“for this development, the Mayor is the decision maker, and therefore the committee is taking a gamble. If it turns this down, it’s all in the hands of the Mayor and anything can happen.”* (He went on to explain that the Mayor could make the scheme worse, as he had done with other developments in Barnet i.e. even taller and more dense.)

Cllr Zinkin said

*“It’s a terrible proposal from a developer who has had no regard for local concerns, I’m afraid, and no regard for any of the other parties they have had to deal with, if you read the reports, because everyone says they wouldn’t talk to them, whether it is on access, whether it’s on rail, whether it’s on water. So you’ve got a developer who is not loved locally, you’ve got a proposal that is loathed but from the committee perspective you’ve got a dilemma as to what to do. If this was a small development we would turn it down instantaneously but it is not and the Mayor loves it and that’s the problem.”*

Our former MP and planning committee member, John Marshall, then thanked Cllr Zinkin for explaining the situation so clearly, urged committee members to heed Cllr. Zinkin’s comments about the London Mayor and to approve the scheme to reduce the risk of the Mayor making it worse.

16 The committee did not vote unanimously to approve the development. It was only approved by the Chair’s casting vote. Hardly a ringing endorsement for such a massive and unwanted development!

17 As lay people with limited experience of planning, we found it very puzzling and very disconcerting that a planning committee should approve a planning application simply because the London Mayor might make it worse. We did not understand why a local

authority would approve a planning application, which it knew would be disastrous for the conservation area and for local residents.

18 On behalf of the Railway Terraces, I wrote to the Mayor's office, giving the link to the live recording of the meeting, quoting what had been said, requesting that GLA planning officers listen to the recording with the hope that the Mayor would reduce the height of the development.

19 On 28 March 2022, the London Mayor approved the development and said he was content for the LPA to decide the application.

20 On 30 March I received a flyer about the development. The flyer, which was actually an election communication from the Conservative party, urged residents to vote Conservative on 5 May at the local elections. It was headed B&Q DEVELOPMENT STOPPED. It was delivered to all houses in the terraces and I think widely across Cricklewood ward. It stated that (in part)

*'Mike Freer, MP, pressed the Secretary of State for Housing to block planning consent at the B&Q site – AS A MASSIVE OVER DEVELOPMENT.*

*The 19 storey development on the B&Q site in Cricklewood has been blocked by the Conservative Secretary of State.'*

21 We discovered that on 25 March 2022, there was a letter from the Planning Casework Unit, Department for Levelling Up, Housing & Communities, stating that the Secretary of State was considering calling in the planning application. I wrote to the Planning Casework Unit, objecting to the size, scale and height of the proposed development, enclosing a copy of the Railway Terraces' Character Appraisal and explaining what had happened at the Strategic Planning Committee meeting. The letter included the link to the live recording and I asked that it be listened to. (I also told them at what minute Cllr Zinkin's speech started, etc so they didn't have to waste time searching through the recording).

22 On 20 April 2022 Cllr Zinkin tweeted an image of another leaflet from the local Conservative party. This leaflet was headed B&Q DEVELOPMENT – THE FACTS and explained that (in part)

*... to help the committee the GLA give their view of the application to 'GUIDE' the committee. In this case the GLA indicated strong support for the scheme. If Barnet turns it down, the Mayor can approve something much worse as he has done before. So at the committee, to prevent something even worse, the application was approved.*

23 A letter dated 13 October 2022 from Barnet informed all those who had commented on the development that it had been 'called in'. The Railway Terraces Residents' Association wrote to the Inspectorate, enclosing the Conservation Area Character Appraisal, objecting to the height and scale of the development, etc. Once again, the letter included information about the September Strategic Planning Committee, Cllr Zinkin's concerns about the London Mayor and the link to the recording of the meeting. We asked that the Inspector listen to the recording of the meeting. This letter is included in the Representations to the Inspectorate document, which has been circulated to all parties but as not been posted as a core document on Barnet's portal because of the data protection issues discussed last week.

\* a copy of my letter is attached for convenience.

24 Point 32 and 33 of Mr White's opening statement is misleading. He states 'It was only after the Secretary of State called-in the application that the LPA rescinded its support which in the politest way possible is inexplicable in the absence of any change to National Policy, any change to the development plan and any change to a material consideration which is relevant to this decision. Frankly the only change that happened was a political change to the LPA and a change in composition of the Planning Committee. It is no more sophisticated or complex than that'.

25 The political manoeuvring happened at the first Strategic Planning Committee meeting in September, not the second, and this is what we have demonstrated.

26 Residents of the Railway Terraces and Cricklewood simply want the best decision for Cricklewood and don't believe this application is right for Cricklewood. We became pawns in a planning battle that was political and did not have the best interests of residents at the heart of decision making. The simple fact that there were over 2,700 comments made by the public about this development with only some 2% in favour of it, should speak volumes to all involved in decision making and give a very clear message.

27 We are pleased that the application has been called in by the Secretary of State and that the application is now subject to independent scrutiny without any political interference or bias.



# B&Q Development Stopped!



Dear Resident,

## **B&Q Development Stopped**

At the end of last week, Mike Freer MP, pressed the Secretary of State for Housing to block planning consent at the B&Q site - **AS MASSIVE OVER DEVELOPMENT.**

**The 19 storey development on the B&Q site in Cricklewood has been blocked by the Conservative Secretary of State.**

In the last few days, an order was put in place preventing planning permission being issued without the agreement of the Secretary of State. The second intervention in recent weeks to protect Barnet from massive developments promoted sponsored or supported by the Labour Party through Mayor Khan and Transport for London

**What did The Labour Mayor of London do? He strongly supported an even bigger scheme.**

Conservatives care and Conservatives act in support of Cricklewood and Childs Hill

Labour **support** tall buildings and massive Over-development

**Support your Conservative candidates on Thursday 5th May!**

**Cricklewood** Yosef David and Ajantha Tennakoon

**Childs Hill** - Peter Zinkin, Nizza Fluss and Adam Gheasuddin



# RESIDENTS' COMMUNITY ASSOCIATION

## *The Railway Terraces, Cricklewood*

Correspondence address: 6 Johnston Terrace  
Cricklewood  
NW2 6QJ  
[ieshowey@aol.com](mailto:ieshowey@aol.com)

For the attention of Maria Bowen MSC and the Planning Casework Unit

**RE: PCU/RT/N5090/3278950 - B & Q Broadway Retail Park Cricklewood Lane  
NW2 1ES**

The Railway Terraces Residents' Association represents over two hundred homes in the Cricklewood Railway Terraces Conservation Area, immediately adjacent to the above development. Residents are very pleased that the Secretary of State is considering 'calling in' the application following a request from Mike Freer, our MP.

One of the features that make the Railway Terraces' Conservation Area so unique in the London Borough of Barnet is that it is **SMALL SCALE**. There are 140 small cottages, built as 'two ups, two downs' and facing each other across a **SINGLE TRACK** road shared by vehicles and pedestrians. The larger houses in Gratton Terrace all have back gardens leading onto Midland Terrace. Everything about our conservation area is **SMALL SCALE**, intimate. This will be destroyed if this massive development is allowed to go ahead on land adjacent to our conservation area. A copy of the Character Appraisal of the Cricklewood Railway Terraces is attached.



Railway Terraces' residents and Cricklewood residents are not 'NIMBYS'— far from it. Most welcome housing on this site, indeed are 100% behind it. They hate the huge tarmac car park of the B & Q site and have hated it for years. They would much prefer housing. All the objections to the scheme are to the sheer size and scale. The height and density will dominate, even overwhelm, residential Cricklewood. It is totally out of keeping with local architecture, which is mostly Victorian and Edwardian

**Chair: Marlene Wardle Secretary: Jessica Howey Treasurer: Dervla Flynn**



along with some modern 5-storey blocks. Cricklewood is currently subject to many regeneration initiatives, but none of the schemes approved so far have been higher than nine storeys and are much less dense. We would welcome 650 housing units on this site but not 1,049 and not tower blocks that are twice as high as anything else in the area.

Barnet planning committee approved the development in September 2021. It was a very unusual meeting. Our conservative councillor, Cllr. Peter Zinkin, spoke against the development at the meeting. An extract from his speech is below. He spoke against the application but said *“for this development, the Mayor is the decision maker, and therefore the committee is taking a gamble. If it turns this down, it’s all in the hands of the Mayor and anything can happen.”* (He went on to explain that the Mayor could make the scheme worse, as he had done with other developments in Barnet i.e. even taller and more dense.)

Cllr Zinkin said

*“It’s a terrible proposal from a developer who has had no regard for local concerns, I’m afraid, and no regard for any of the other parties they have had to deal with, if you read the reports, because everyone says they wouldn’t talk to them, whether it is on access, whether it’s on rail, whether it’s on water. So you’ve got a developer who is not loved locally, you’ve got a proposal that is loathed but from the committee perspective you’ve got a dilemma as to what to do. **If this was a small development we would turn it down instantaneously but it is not and the Mayor loves it and that’s the problem.”***

Our former Conservative, MP, John Marshall, who is on the planning committee, urged his fellow committee members to heed Cllr. Zinkin’s comments about the Mayor and to approve the scheme to reduce the risk of the Mayor making it worse.

We would urge you to listen to the speech on the link below. On the drop-down menu go to ITEM 7, minute 104 for Cllr. Zinkin’s 3-minute speech and minute 131 for John Marshall’s comments.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=703&MId=10828&Ver=4>

As lay people with limited experience of planning, we found it very puzzling and very disconcerting that a planning committee should approve a planning application simply because the London Mayor might make it worse. We did not understand why a local authority would approve a planning application, which it knows will be disastrous for the area, on this basis. We therefore urge the Secretary of State to call in this development and reject it in its present format.

You will be aware of the 2,200 plus objections made by Cricklewood residents and residents’ associations to this development. Cricklewood crosses the boundaries of three boroughs – Barnet, Brent and Camden. The objections came from residents of all three boroughs. We believe that the 2,000 plus objections are **the most ever made** about a planning application submitted to the London Borough of Barnet. We endorse Cllr Zinkin’s comment that *“It’s a terrible proposal from a developer who has had no regard for local concerns”*. We ask that you please consider and take note of the many informed and well-argued objections on Barnet’s planning portal by people who live in and know Cricklewood well.

This development:

- Goes against Barnet's Local Plan, the London Plan and national planning policy in ignoring the need to protect a designated Conservation Area
- Is NOT on the A5 corridor designated as suitable for Very Tall Buildings (14 or more storeys). There are six 'Very Tall' towers in this scheme.
- Does not comply with Barnet's Tall Buildings Update 2019 which specifies a maximum height of 14 storeys for Cricklewood town centre (i.e. 'Tall' not 'Very Tall').
- Has been incorrectly classified as CENTRAL instead of URBAN, yet it is only yards from the 1-13 Cricklewood Lane (Co-op site) which was classified as URBAN. Barnet approved the Co-op site at 9 storeys (reduced from 15). The Co-op site is, incidentally, closer to the A5 corridor than the B&Q site!
- Will increase pollution on the A5 Edgware Road (recognised as one of the most polluted roads in London). Blocking up the Cricklewood Lane access will push even more traffic onto the heavily congested and polluted Edgware Road, posing an increased health risk for residents.

The development will also cause harm to the setting of the adjacent Cricklewood Railway Terraces Conservation Area and would not preserve or enhance the character and appearance of that Conservation Area contrary to Policy 7.8 of the London Plan (2016), Policy CS5 of the Barnet Local Plan Core Strategy DPD (September 2012), and Policy DM06 of the Barnet Local Plan Development Management Policies DPD (September 2012). Policy 7.8 requires new development to conserve the significance of heritage assets and their settings by being sympathetic to their form, scale, materials and architectural detail.

Barnet's Heritage and Conservation officers are clearly strongly opposed to the development being sited immediately next to the Railway Terraces Conservation Area, describing it as '**gargantuan**' (officer's report to planning committee, page 31 to 43). We reject the argument that the number of housing units being provided by this development is of such public benefit that it justifies ignoring the policies referred to above. It is not just the conservation area that will be harmed, but a wide area of residential Cricklewood. We also do not believe that these housing units will provide good homes for future residents, as the very tall and densely packed blocks would overshadow each other.

As stated by Cllr. Zinkin in his speech to the Strategic Planning Committee, Montreaux has pushed this development through without input from local people and has ignored reservations expressed by Thames Water, British Rail and the owner of the right of way via Depot Approach. The 'consultations' they undertook amount to simply telling residents and other interested parties what was planned. For more than two years, local people have felt they have been brushed aside. We ask the Secretary of State to listen to the residents of Cricklewood and reduce the height and density of this over-bearing and unloved development, so that it can make way for something better.

**Jessica Howey, Secretary**

**Marlene Wardle, Chair**

**20 April 2022**



**Peter Zinkin**  
@pzinkin



We utterly reject Labours vain attempt to evade responsibility and smear us. See below for what actually happened

15:25



**B&Q Letter.pdf**  
PDF - 400 KB



## B&Q Development - The FACTS

from Nizza Fluss, Adam Gheasudding and Peter Zinkin



Nizza, Adam and Peter - Your Conservative Candidates for Childs Hill Ward

Dear Resident,

### B&Q The Facts!

The Labour Mayor of London Mayor Khan and the GLA are the overarching planning authority for all large planning applications or those over 10 stories **which includes the B&Q application**. Before the Mayor decides such applications they first go to Barnet's planning committee. However, to help the committee the GLA give their view of the application to "GUIDE" the committee. In this case the GLA indicated strong support for the scheme. If Barnet then turns it down the Mayor can approve something much worse as he has done before.

So at the committee, to prevent something even worse, the application was approved. The GLA was happy with the previous 26 storey scheme never mind the 19 storey scheme which was approved. To try and stop the scheme, our MP, Mike Freer also asked the Secretary of State to call it in which he has now started to do just as **Mayor Khan APPROVED** the scheme. So the Labour GLA have supported this scheme from the beginning and such is the complete lack of any influence of BARNET Labour that they have been unable to persuade the Mayor to withdraw his support for the scheme.

Everything in the previous leaflet was correct and Barnet Labour are in complete denial about their utter helplessness in front of THEIR Mayor. Only the Conservatives had a plan to defeat this scheme, all Labour has done is support it.

**Nizza Fluss Adam Gheasuddin Peter Zinkin**  
Conservative Candidates for Childs Hill Ward

# RESIDENTS' COMMUNITY ASSOCIATION

## *The Railway Terraces, Cricklewood*

Correspondence address: 6 Johnston Terrace  
Cricklewood  
NW2 6QJ  
[jeshowey@aol.com](mailto:jeshowey@aol.com)

9 November 2022

For the attention of Alison Dyson

**RE: APP/N5090/V/22/3307073 Broadway Retail Park Cricklewood Lane NW2 1ES**

The Railway Terraces Residents' Association represents the residents of over two hundred homes in the Cricklewood Railway Terraces Conservation Area, immediately adjacent to the above development. The allotments are also included within the Conservation Area.

Residents are very pleased that a Public Inquiry will now be held to determine the application. Barnet's Strategic Planning Committee on 8 November 2022 agreed the Council will defend the following resolution at the Public Inquiry:

*The proposed development and the parameters sought, by virtue of the excessive height, scale and massing would result in a discordant and visually obtrusive form of development that would demonstrably fail to respect the local context and its established pattern of development, to the detriment of the character and appearance of the area and the setting of the adjacent Railway Terraces Conservation Area. The proposal would therefore not create a high-quality development, not constitute a sustainable form of development and would be contrary to the provisions of the NPPF, Policies D3, D4, D9 and HC1 of the London Plan 2021 and Policies CS5, DM01, DM05 and DM06 of the Barnet Local Plan Core Strategy and Development Management Policies 2012.*

The Strategic Planning Committee in September 2021, which approved this much hated development, was rather unusual. Our conservative councillor, Cllr. Peter Zinkin, spoke against the development at the meeting. An extract from his speech is below. He spoke against the application but said *"for this development, the Mayor is the decision maker, and therefore the committee is taking a gamble. If it turns this down, it's all in the hands of the Mayor and anything can happen."* (He went on to explain that the Mayor could make the scheme worse, as he had done with other developments in Barnet i.e. even taller and more dense.)

Cllr Zinkin said

*"It's a terrible proposal from a developer who has had no regard for local concerns, I'm afraid, and no regard for any of the other parties they have had to deal with, if you read the reports, because everyone says they wouldn't talk to them, whether it is on access, whether it's on rail, whether it's on water. So you've got a developer who is not loved locally, you've got a proposal that is loathed but from the committee perspective you've got a dilemma as to what to do. If this was a small development we would turn it down instantaneously but it is not and the Mayor loves it and that's the problem."*

Our former MP and planning committee member, John Marshall, also urged committee members to heed Cllr. Zinkin's comments about the Mayor and to approve the scheme to reduce the risk of the Mayor making it worse.

**Chair: Marlene Wardle Secretary: Jessica Howey Treasurer: Jenny Jones**



A recording of the meeting is available on the link below:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=703&MId=10828&Ver=4>

As lay people with limited experience of planning, we found it very puzzling and very disconcerting that a planning committee should approve a planning application simply because the London Mayor might make it worse. We did not understand why a local authority would approve a planning application, which it knew would be disastrous for the conservation area and for local residents.

You will be aware of the 2,200 plus objections made by Cricklewood residents and residents' associations to this development. Cricklewood crosses the boundaries of three boroughs – Barnet, Brent and Camden. The objections came from residents of all three boroughs. We believe that the 2,200 plus objections are ***the most ever made*** about a planning application submitted to the London Borough of Barnet. We endorse Cllr Zinkin's comment that "*It's a terrible proposal from a developer who has had no regard for local concerns*". We ask that you please consider and take note of the many informed and well-argued objections on Barnet's planning portal by people who live in and know the Railway Terraces and Cricklewood well.

One of the features that make the Railway Terraces' Conservation Area so unique in the London Borough of Barnet is that it is **SMALL SCALE**. There are 140 small cottages, built as 'two ups, two downs' and facing each other across a **SINGLE TRACK** road shared by vehicles and pedestrians. The larger houses in Gratton Terrace all have back gardens leading onto Midland Terrace. Everything about our conservation area is **SMALL SCALE**, intimate. This will be destroyed if this massive development is allowed to go ahead on land adjacent to our conservation area. A copy of the Character Appraisal of the Cricklewood Railway Terraces was submitted to you last April.



Railway Terraces' residents and Cricklewood residents are not 'NIMBYS' – far from it. Most welcome housing on this site, indeed are 100% behind it. They hate the huge tarmac car park of the B & Q site and have hated it for years. They would much prefer housing. All the objections to the scheme are to the sheer size and scale. The height and density will dominate, even overwhelm the Railway Terraces and residential Cricklewood. It is totally out of keeping with local architecture, which is mostly Victorian and Edwardian along with some modern 5-storey blocks. Cricklewood is currently subject to many regeneration initiatives, but none of the schemes approved so far have been higher than nine storeys and are much

less dense. We would welcome housing on this site but not 1,049 housing units and not tower blocks that are twice as high as anything else in the area.

This development:

- Goes against Barnet's Local Plan, the London Plan and national planning policy in ignoring the need to protect a designated Conservation Area
- Is NOT on the A5 corridor designated as suitable for Very Tall Buildings (14 or more storeys). There are six 'Very Tall' towers in this scheme.
- Does not comply with Barnet's Tall Buildings Update 2019 which specifies a maximum height of 14 storeys for Cricklewood town centre (i.e. 'Tall' not 'Very Tall').
- Has been incorrectly classified as CENTRAL instead of URBAN, yet it is only yards from the 1-13 Cricklewood Lane (Co-op site) which was classified as URBAN. Barnet approved the Co-op site at 9 storeys (reduced from 15). The Co-op site is, incidentally, closer to the A5 corridor than the B&Q site!
- Will increase pollution on the A5 Edgware Road (recognised as one of the most polluted roads in London). Blocking up the Cricklewood Lane access will push even more traffic onto the heavily congested and polluted Edgware Road, posing an increased health risk for residents.

The development will also cause harm to the setting of the Cricklewood Railway Terraces Conservation Area and would not preserve or enhance the character and appearance of that Conservation Area contrary to Policy 7.8 of the London Plan (2016), Policy CS5 of the Barnet Local Plan Core Strategy DPD (September 2012), and Policy DM06 of the Barnet Local Plan Development Management Policies DPD (September 2012). Policy 7.8 requires new development to conserve the significance of heritage assets and their settings by being sympathetic to their form, scale, materials and architectural detail.

Barnet's Heritage and Conservation officers are clearly strongly opposed to the development being sited immediately next to the Railway Terraces Conservation Area, describing it as '**gargantuan**' (officer's report to September planning committee, page 31 to 43). We reject the argument that the number of housing units being provided by this development is of such public benefit that it justifies ignoring the policies referred to above. It is not just the conservation area that will be harmed, but a wide area of residential Cricklewood. We also do not believe that these housing units will provide good homes for future residents, as the very tall and densely packed blocks will overshadow each other.

The developer, Montreaux, has pushed this development through disregarding local opinion. The 'consultations' they undertook amount to simply telling residents what was planned. For more than two years, local people have felt they have been brushed aside.

We hope that Public Inquiry Inspector will provide a better solution than this current application. We would like the opportunity to speak at the Public Inquiry.

**Jessica Howey, Secretary**

**Marlene Wardle, Chair**