

## *Railway Terraces Residents' Association*

20/3564/OUT

The Railway Terraces Residents' Association objects strongly to this proposed development and we request Barnet's planning committee reject this application in its present form. Our main concerns are the height and density of the buildings, the total disregard for the present street scene and the increased stress on the local infrastructure.

We live in a Conservation Area. Very high tower blocks ranging from 15 to 25 storeys will be visible and overbearing and will destroy the important uninterrupted views in and out of the terraces, referred to in the 'Railway Terraces Conservation Area Character Appraisal' document (reviewed in 2016 para 4.2 Views and Vistas). These tower blocks will be seen across the open space of the allotments (also in the conservation area) and over the roofs of our homes to Cricklewood and beyond. The Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72 states 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.' The proposed development is extremely detrimental to the character and appearance of the Railway Terraces.

Furthermore, page 21 of Barnet's Tall Buildings Update 2019, states, 'Historic England and CABE guidance on tall buildings notes that the effect on the historic context should be considered to '...ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines' and goes on to note that the impact on views to and from historic buildings should be considered over a wide area....Figure 4 shows the locations of existing tall buildings in the context of the conservation areas in Barnet. This highlights that most tall buildings are located some distance away from the conservation areas.' Why then are these massive tower blocks being put right next to the Railway Terraces Conservation Area?

The cottages are built on a near north south axis following the railway. It follows that we have approximately half a day of sunlight on either side of our homes. The side of the cottages opposite the development and which faces east, will be in the development's shadow and suffer a 20% loss of sunlight which is significant when that side of your home has sunlight for only half a day. Montreaux has dismissed this as negligible. We are also concerned about the loss of light to Kara Way Playground so important for the health of local children.

There are no very tall buildings in Cricklewood. Barnet planning committee reduced the storeys on the Co-op site to 9 storeys and Brent has reduced the buildings on the Matalan site to 7 storeys. Page 31 of 'Barnet's Tall Buildings Update 2019', states that 6 to 14 storeys is appropriate for buildings in Cricklewood. We would argue that since the site is on a hill, the buildings should be no higher than 6 storeys. The architecture in Cricklewood is predominantly Victorian and Edwardian, 2 to 4 storeys high. The proposed plans do not fit with local architecture and will destroy the street scene.

Cricklewood is one of the most densely populated areas in Barnet. 1,100 housing units will equate to some 3,000 or more new residents. This will put enormous pressure on local services, which are already stretched such as GP surgeries, transport, leisure facilities and local parks. The site is linked to the A5 by Depot Approach. All vehicular access to and from the site (deliveries, services, visitors) will be via Depot Approach which runs alongside Kara Way playground, increasing pollution to the playground and increasing pollution and congestion on the A5, already one of the most polluted and congested roads in London.

The description of Cricklewood Station, as a convenient 'transport hub', is misleading. It is the only rail station in Cricklewood and serves only the City and South East London. We do not have an underground and links to the West End, West and North London are by bus and are already slow due to congestion.

Many of our residents attended the public consultation and spent a great deal of time studying and discussing the plans and diagrams with Montreaux representatives, who were told repeatedly that the buildings were too high and too dense for our area. Indeed communications with other local residents associations, lead us to believe that most, if not all, Cricklewood residents, who attended the consultation agreed. Yet no significant changes have been made to the plans. Montreaux has not listened to local residents and we have no alternative but to conclude the consultation process a sham and a tick-box exercise, and, as such, we ask the Council to disregard it.

In conclusion, there is a strong community in Cricklewood, across borough dividing lines, and residents view the application as an attack on their community. We are disappointed and insulted. Disappointed in that we feel this is a missed opportunity to develop, for the enhancement of all Cricklewood, a site, which few would disagree, needs developed. Insulted, in that, we have been ignored. Also, had Montreaux and Barnet Councillors included local residents in their Pre-application Workshops 2 and 3 on 24<sup>th</sup> June 2019 and 16<sup>th</sup> August 2019, when height, massing and public realm issues were discussed, the present and extensive conflict may have been avoided.

M Wardle (chair)  
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