

Railway Terraces Cricklewood

Conservation Area

Character Appraisal and Management Proposals

14th December 2016



This Character Appraisal document has been subject to a thorough process of public consultation, in line with the council's approved Statement of Community Involvement.

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(add 'character appraisals' in the subject line)

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Part 1 Character Appraisal

Section 1 Introduction

1.1 Conservation areas

The Civic Amenities Act of 1967 provided the original legislation allowing the designation of ‘areas of special architectural or historic interest’, as conservation areas, whose character should be preserved or enhanced. It is the quality and interest of an area, rather than that of individual buildings, which is the prime consideration in identifying a potential conservation area.

This concept has developed and is now enshrined in the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 69 of the Act provides a local planning authority with powers to designate conservation areas, and to periodically review existing and proposed conservation areas. Section 71 requires local authorities to formulate and publish proposals for the preservation or enhancement of their conservation areas. Section 72 specifies that, in making a decision on an application for development in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

1.2 Purpose of a Conservation Area Character Appraisal

Conservation areas are designated by local planning authorities after careful local assessment. This assessment forms the basis for a Character Appraisal. The format and scope of such statements are guided by Historic England.

The Railway Terraces, Cricklewood Conservation Area was designated by the council in March 1998. This Character Appraisal Statement seeks to identify the special characteristics of the conservation area so that they may be better preserved and enhanced in the future.

Government legislation on conservation areas and historic buildings generally, is set out in the Planning (Listed Buildings and Conservation Areas) Act 1990, which states in section 71:

“It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.”

The aim of this Character Appraisal is to:

- improve the understanding of the history and historical context of this area of the borough of Barnet
- generate awareness of exactly what it is about the Railway Terraces, Cricklewood Conservation Area that makes it of ‘special interest’
- provide residents and owners with a clear idea of what should be cared for and preserved
- provide residents, owners, businesses and institutions with a clear idea of what enhancements could be made to the conservation area

- provide Barnet Council with a valuable tool with which to inform its planning practices and policies for the area
- provide initiatives within the Management Proposals which will assist in preserving and enhancing the character and appearance of the conservation area.

1.3 The Barnet Planning Policy Framework

The current local policy document for the borough is the Barnet Local Plan (Adopted 2012), within which lie the Core Strategy and Development Management Policies.

Policy CS5 of the Local Plan Core Strategy protects and enhances the borough's Cricklewood Broadway and Policy CS7 enhances and protects Barnet's open spaces, and aims to protect and enhance biodiversity across the borough, whilst policy CS13 aims to ensure the efficient use of natural resources including the adaption of heritage assets to reduce carbon emissions, without causing harm to their significance.

Within the Local Plan Development Management Policies, policy DM01 protects Barnet's character and amenities; policy DM06 preserves and enhances Barnet's heritage assets; and policy DM15 protects all types and sizes of public open spaces.

In April 2013, Barnet Council adopted a Residential Design Guidance Supplementary Planning Document (RDG SPD), which sets out design guidelines for creating imaginative, safe, attractive and functional homes that respond appropriately with their surroundings. Guidelines in the Residential Design Guidance SPD address the general amenity and character considerations associated with housing development. Where there is conflict between these guidelines and conservation area or listed building considerations, the Conservation Area Character Appraisal considerations will prevail.

Barnet's suite of Design Guidance Notes provides Development Management guidance on development issues within the borough and includes Design Guidance Note No.6: 'The Replacement of Windows and Doors'.

Although the Design Guidance Notes and Conservation Area Character Appraisals sit outside the Local Plan, they provide important supporting guidance for Development Management. The Character Appraisal will help deliver the objectives of the Three Strands Approach (PEG) – Protection, Enhancement and Consolidated Growth – seeking to deliver successful high quality suburbs now and for the future.

Conservation areas fall under both the first and second strands as they require preservation or enhancement of their character or appearance. The PEG approach highlights Barnet as an attractive, desirable place to live, rich in heritage and therefore, there is a need to provide appropriate planning protection for conservation areas and where appropriate to investigate the desirability of designating additional conservation areas or extending existing conservation areas.

1.4 London-wide and national policies

The London Plan (March 2015) contains a number of policies considered relevant to the Railway Terraces, Cricklewood Conservation Area. Policy 7.4 requires new development to provide a high quality design response that is informed by the surrounding historic environment. Policy 7.5 seeks to ensure that treatment of the public realm is informed by the heritage values of the place. Policy 7.6 requires buildings to provide high quality indoor and outdoor spaces and integrate well with surrounding streets and spaces. 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. Policy 7.21 specifies that existing trees of value should be retained.

In March 2012 the Government published the National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF includes specific policies for the conservation and enhancement of the historic environment. These policies should be read alongside other relevant statements of national planning policy.

The NPPF defines a heritage asset as follows: *"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)."*

Paragraphs 132, 133 and 134 of the NPPF refer specifically to heritage assets.

Historic England provides supporting information on good practice, particularly looking at the principles of how national policy and guidance can be put into practice. It follows the main themes of the planning system – planning-making and decision-taking – and other issues significant for good decision-making affecting heritage assets. Good Practice Advice notes 1, 2 and 3 supersede the PPS 5 Practice Guide which has now been withdrawn by Government. In February 2016 Historic England produced Advice Note 1, entitled "Conservation Area Designation, Appraisal and Management".

In March 2014, the Government published the National Planning Practice Guidance (NPPG), a web based resource that combined information previously published within several planning guidance documents into a single online version. Paragraph 25 of the section on conserving and enhancing the historic environment states:

"A conservation area appraisal can be used to help local planning authorities develop a management plan and appropriate policies for the Local Plan. A good appraisal will consider what features make a positive or negative contribution to the significance of the conservation area, thereby identifying opportunities for beneficial change or the need for planning protection."

1.5 Article 4 Direction

The General Permitted Development Order (GPDO) 2015 allows certain types of development to be carried out without the need for planning permission. Such 'permitted development' is restricted by the terms and conditions of the Order, which also sets out stricter criteria for Article 1 (5) land, including conservation areas.

Even so, small scale changes can erode the character of an area and the council can bring such developments under control by issuing an Article 4 Direction, which removes some or all permitted development rights from properties, often within conservation areas. No such direction currently exists in the conservation area as at the time of the initial character appraisal in 1998, following a public consultation exercise, local residents were not generally supportive of restricting permitted development.

An Article 4 Direction does however exist to control the sub-division of properties into homes in multiple occupation (HMO's). This was introduced throughout Barnet in May 2016.

Section 2 Location, uses and activities

2.1 Location

The conservation area is situated within Cricklewood in the south-western corner of the borough and lies within the Childs Hill Ward. Childs Hill is the twelfth largest of Barnet's wards with an area of 3.1 square kilometres. With 19,460 residents in 2012, Childs Hill is the most populous ward in Barnet.

The Railway Terraces sit between Cricklewood Broadway to the south-west, the Jewson depot to the east and the Cricklewood Curve line to Acton in the north. The railway acts as a barrier to through-traffic on two sides of the conservation area whilst a children's playground and timber yard abut the south-eastern side. The Cricklewood Broadway forms a further distinct edge to the conservation area along its western side and forms the boundary with the London Borough of Brent.

Gratton Terrace is the western-most road in the conservation area, separated from Cricklewood Broadway by a narrow, landscaped bank and the shops of Burlington Parade. Terraces of railway cottages run parallel to Gratton Terrace at the rear. Vehicular access to these cottages is only possible from Cricklewood Broadway via an entrance at the southern end of Gratton Terrace, and steps provide access to pedestrians from Cricklewood Broadway to the northern part of Gratton Terrace.



The conservation area is almost entirely residential in nature with approximately 180 houses and 52 flats registered. Some properties, particularly in Gratton Terrace, have been converted to HMO use, but in several cases this has taken place without the benefit of planning permission.

2.2 Former uses and activities

Edgware Road, (of which Cricklewood Broadway forms part) is within the pre-Roman part of Watling Street which crossed the Thames around Lambeth and by Roman times ran on to St Albans.

Such long distance roads did not necessarily generate settlements except where there was some local reason for growth such as a market, not the case in Cricklewood. However the Place-Name Society record 'le Crickelwode' as existing in 1294 and by 1860 Cricklewood was a small rural settlement.

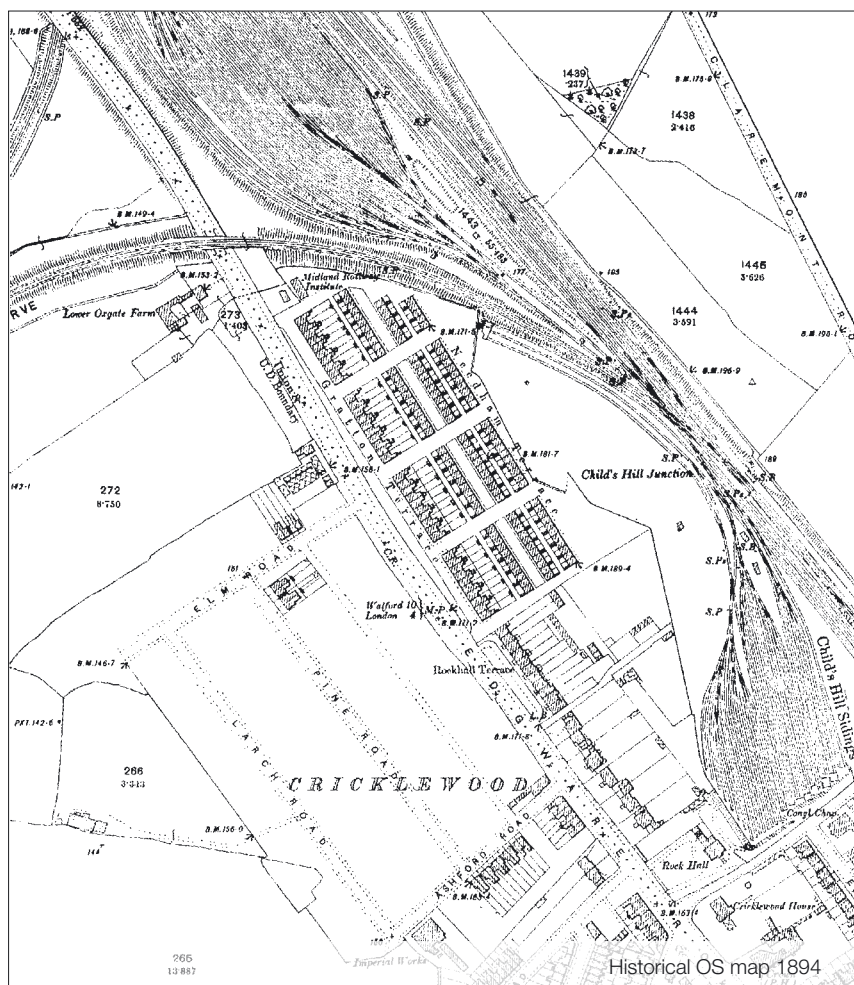
In 1866 Midland Railways built the Bedford to St Pancras line with the then named "Childs Hill and Cricklewood Station" opening for passengers in 1870. The arrival of the railway heralded an era of intense expansion for Cricklewood with both housing and factories being built. In 1892 George Furness opened the first factory in the area, the Imperial Dry Plate Company works which dealt with photographic material. The legacy of the railway and the development it facilitated can clearly be seen in Cricklewood today. There are many industrial sites and early suburban housing estates all bounded and crossed by major transport routes.

The terraces are located within a wider area dominated by the railways and large industrial/commercial units. Prominent neighbouring users include a telephone exchange, bingo hall, a large DIY store, and a Travelodge. The area is located to the north of the central part of Cricklewood Town Centre, with its numerous individual and independently-owned shops along Cricklewood Broadway. To the south and west, in the London Borough of Brent, there are Victorian and Edwardian residential roads built after the advent of the railway.

Section 3 The historical development of the Railway Terraces

3.1 Historical development

When the Midland Railway built the St Pancras to Bedford line in the 1860s, it purchased 150 acres of former agricultural land in Cricklewood. Part of this land was used to build an extensive depot and marshalling yard to service the London end of the line. The depot sat by the junction of the main line and the Cricklewood Curve, a line which ran from Cricklewood to Acton where, by 1884, it connected with the Great Western and London and South Western lines. Work started on the depot with the building of a large engine shed in 1882 followed by sidings and dispatching sites for coal and other goods.



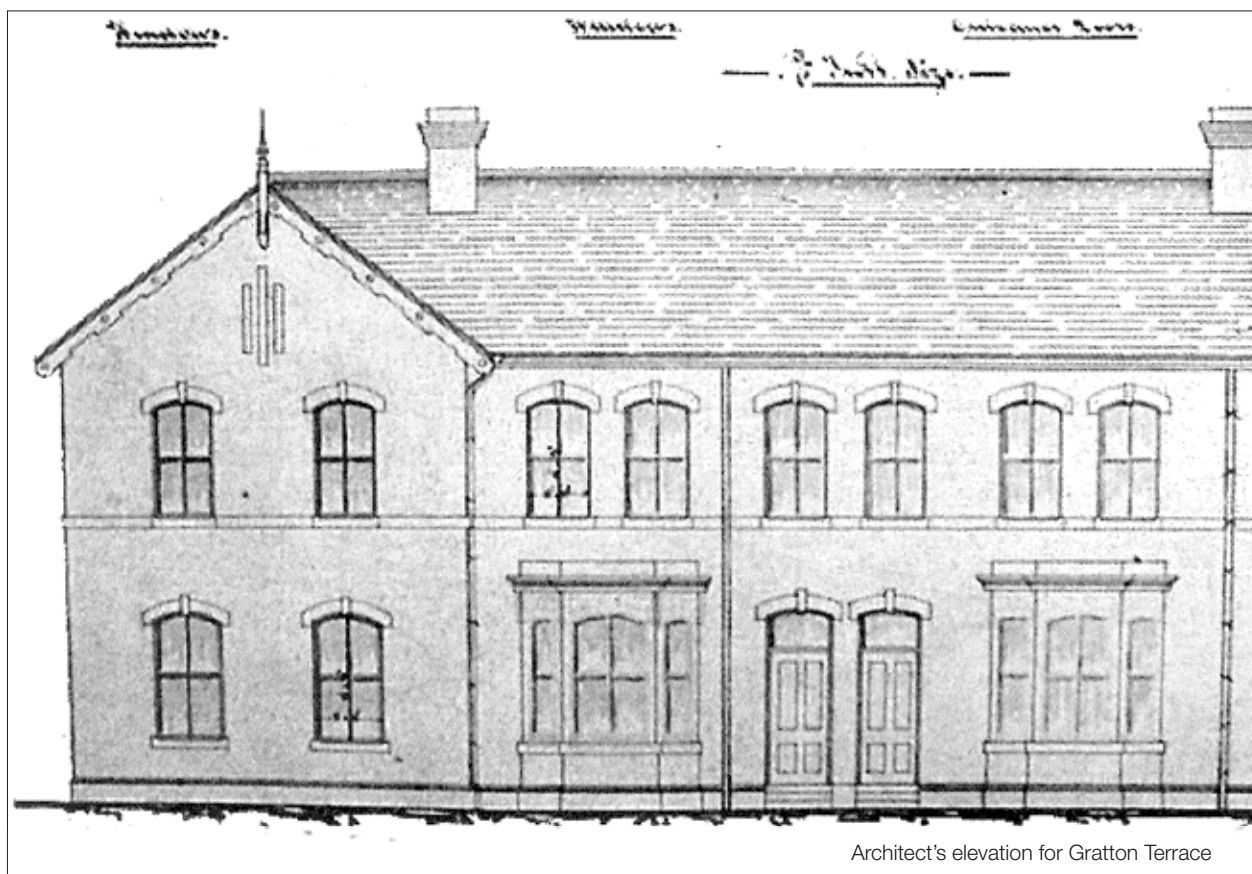
Directly south of what was the depot, construction of the Railway Terraces as housing for rail workers commenced in the late 1860s. There are five terraces in all; Gratton Terrace, facing Cricklewood Broadway, and Midland, Johnston, Needham and Champion Terraces behind. An institute for the education of workers was built at the end of Gratton Terrace but has since been demolished and replaced by Dorchester Court. There is also a former railway hostel at the end of Gratton Terrace which was built after 1894, and is now the Sindhi Centre.

It would appear that Gratton, Midland and Needham Terraces were the first to be built, with Johnston Terrace being added between Midland and Needham Terraces by the 1890s and Champion Terrace being built at a later date. A row of six shops with flats above, known as Burlington Parade, was built fronting Cricklewood Broadway and backing onto Gratton Terrace in 1908.

Originally Gratton Terrace was divided into four blocks of ten houses and the access roads which divide the back terraces, passed between these blocks to reach the grass bank running along Cricklewood Broadway. At some point between 1915 and 1936 however, houses were built as infill development on two of these access roads linking three of the earlier blocks to create a continuous block of 34 houses on Gratton Terrace.

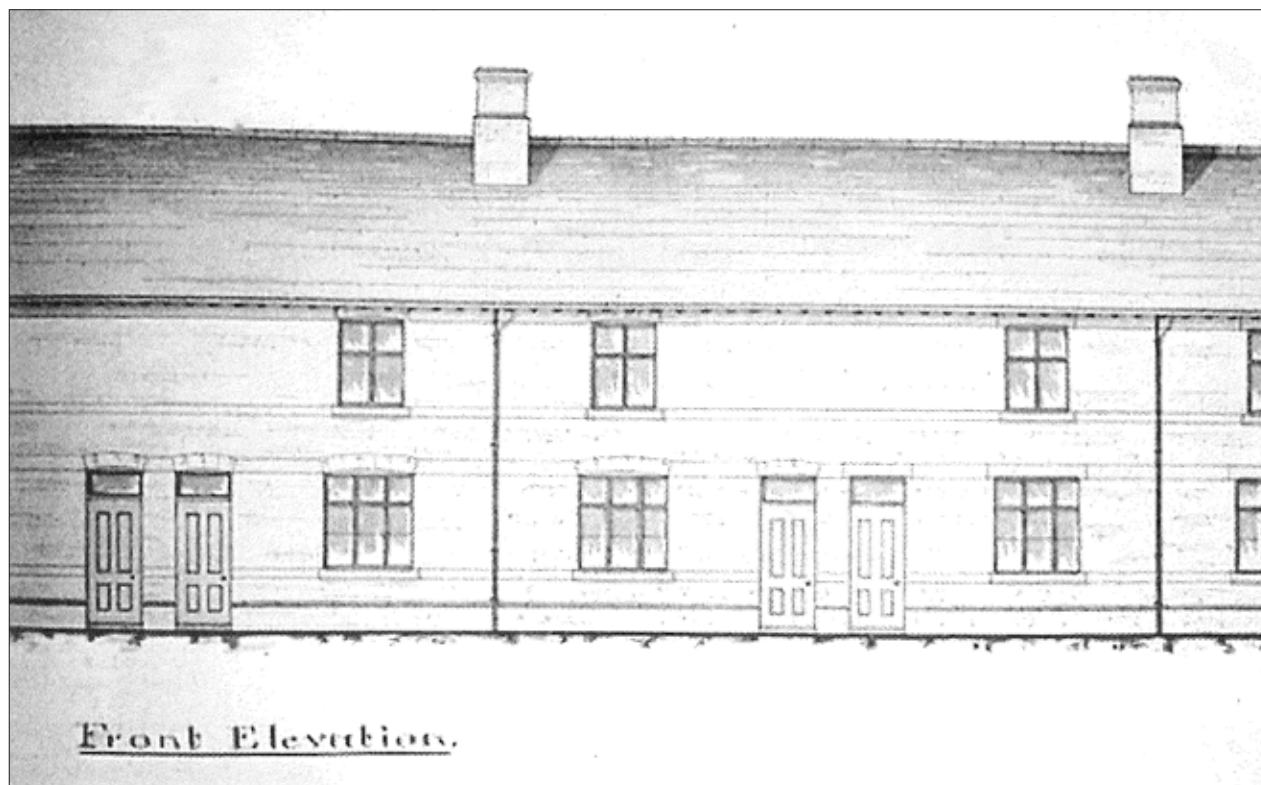
Two main sizes and styles of house were originally constructed within the conservation area. Gratton Terrace consists entirely of larger houses, built for higher grade railway workers. These houses face onto Cricklewood Broadway, are built on a grander scale with more ornate architectural detailing and feature large rear gardens.

The terraces to the rear of Gratton Terrace are smaller dwellings, featuring a minimum of architectural detailing and small back yards facing onto narrow service roads. There is currently an open green swathe between Midland and Johnston Terrace and individual garden plots between Needham and Champion Terraces. In 1894 the green swathe was in existence but Champion Terrace was not built and the houses in Needham Terrace did not appear to have front gardens. At some time before 1962



the green swathe between Midland and Johnston Terrace was divided into individual garden plots, possibly during the Second World War as part of the war effort to grow food.

In 1969 the Terraces were sold to Bradford Property Trust by British Rail and residents voted on whether to keep the individual garden spaces. As a result the area between Midland and Johnston Terraces was re-established as open grass whilst the other gardens were retained. At this time trees were planted and brick walls and railings were put up at the end of the grass swathes to create semi private amenity space.



When the terraces were first built the influence of the railway pervaded every aspect of the area. All but Midland Terrace were named after prominent railway officials of the time and there is evidence that each row was allocated to workers doing a specific job, for example, drivers or firemen. The Railway Company could control many aspects of its workers lives, for example there were 'knockers up' who made sure workers were not late for their shifts. Until 1952 all the roads were private and once a year a gate at the junction of Gratton Terrace and Cricklewood Broadway was closed to legally ensure their private status. In October 1952 the roads and footpaths were adopted as public highway. Champion Terrace, the last to be built, is approximately a third of the length of the other terraces. The space now left at the end of Champion Terrace appears to have originally formed part of the railway yard. This area appears to have been used as allotments before 1939, later becoming redundant and was used as an informal dump until it was converted back to allotments in the late 1970's. There are now twenty four plot holders working plots of various sizes. The allotments are very well used by local residents and act as a buffer between the terraces and the industrial units and railway beyond.

A strong residents' association has been in existence since the 1970's when it campaigned to have the waste ground, which backed onto Needham Terrace, returned to an allotment site rather than built upon. The Residents' Community Association's (RCA) first major event was a street party for the Queen's Silver Jubilee. The RCA continues to monitor planning applications in order that any development within or adjacent to the conservation area is in keeping with the spirit, character and appearance of the conservation area. The RCA recently supported Barnet Council, and was involved in the design of the new playground which, although adjacent to the conservation area, is an asset to it. The RCA organises a New Year party for adults and a party for all the terraces' children around Christmas. There is an annual Summer Fair and the newsletter, "The Cottage Jottings", is published two or three times a year.

3.2 Archaeological significance

Although Cricklewood lies along the probable line of Watling Street, a Roman Road, it lies just outside an Area of Special Archaeological Interest, which is directly south of the conservation area. There are no records of significant archaeological finds in the vicinity of the conservation area. The possibility remains however that important archaeological finds whether relating to Roman Britain or to later phases of development in the area, may be unearthed and require assessment and recording in the course of development schemes.

Section 4 Spatial analysis

4.1 Topography

The conservation area slopes from south-east to north-west along the line of the terraces, and upwards away from Cricklewood Broadway. The railway is raised above the surrounding land and the conservation area is therefore bounded to the north by steep banks leading up towards the tracks.

4.2 Views and vistas

There are some important views into and out of the area. These views contrast the relative calm of the conservation area and the bustle of Cricklewood Broadway. The principal views for motorists and pedestrians travelling north or south along Cricklewood Broadway are of the landscaped bank, lined with mature London Plane trees, which separates the residential area from the main road. Glimpsed views of the upper storeys of the Gratton Terrace houses, and of roofs with tall chimney stacks can be gained between the trees and the dense privet hedge ([Photograph 1](#)).



There are few public views into the conservation area from the north and west, due to the location of the railway line and the industrial units. Views of the cottages can be seen however from the childrens playground to the south-east. The row of mature trees contribute to the linear views.

There are also a number of important internal views, including long views of the terraces, service roads and pathways, views of the green spaces from the houses, and views of the backs of the Gratton Terrace houses from the internal access roads. There is a great sense of perspective within the area created through a combination of strong horizontal building lines, uninterrupted views through open areas and from the gentle change in levels towards the north-west.

4.3 Landmarks

There are several landmark buildings within the conservation area, such as Burlington Parade (Photograph 2), and the former railway workers hostel on Cricklewood Broadway, although many larger buildings lie directly outside the conservation area boundary, and can clearly be seen in views up and down the streets. Prominent views of a lighting tower, lying just outside the conservation area, alongside the railway tracks, can be seen from various places within the conservation area. The row of mature London Plane trees are a local landmark in their own right – separating the quiet residential housing from the busy main thoroughfare.



2.

4.4 Streets and open spaces

The conservation area has few access points and is therefore isolated and self-contained. It is made up of three parallel terraced roads bisected at points by perpendicular Ways namely, Hudson Way, Rockhall Way and Allotment Way. There are parking restrictions in force but the roads are generally

largely taken up with residents parking. At the southern-end, large vehicles regularly access the timber yard via Kara Way. Whilst a leafy green space separates the conservation area from Cricklewood Broadway, much of the other green space throughout the area is in the form of gardens, both private and communal. To the east side of the conservation area, there is an allotment which residents make use of to grow vegetables and plants and to the south is a children's playground which fronts Kara Way.



4.5 Trees and hedges

The most significant area of planting is on the linear green bank ([Photograph 3](#)) which separates Gratton Terrace from Cricklewood Broadway. Here there are 25 mature London Plane Trees, which are part of 3 groups of TPO'd trees and which are maintained, by the council, on a biennial pollarding regime to retain their size and condition. Below them is mainly evergreen planting. The vegetation contributes considerably to the peaceful seclusion of the terraces – forming an important 'soft' green buffer to the busy Cricklewood Broadway from ground level to tree tops. The trees themselves make an essential contribution to the character and appearance of the conservation area – providing boundary screening, both visual and aural, between the Railway Terraces and Cricklewood Broadway – and are considered to be of special amenity value.

Many of the communal gardens, which are laid to grass, have flowering trees planted at irregular intervals ([Photograph 4 – see overleaf](#)).

4.6 Public realm

The limited amenity space available in the terraces is intimate, quiet and hence well used. The lack of cars, communal green swathes and allotments help residents keep in close contact with each other. There are very few parking spaces and, because of its isolated position, no through traffic passes through the area, although there is on-street parking in Gratton Terrace and some of the access roads



running between the terraces. This lack of cars is a very important characteristic. Not only is the relationship of buildings to open spaces uninterrupted, but the area is exceptionally quiet and peaceful thanks to the vegetative screening which helps to filter the noise, light and pollution. This unusual characteristic is especially evident compared with the noise, traffic and clutter of surrounding roads and the railway. The Railway Terraces are a peaceful, tranquil island within a busy urban setting (Photograph 5).



Roads within the conservation area are of grey tarmac with pavements of concrete paviours. There are a number of different style street lights along the terraces although none date back to the time the terraces were built. Some of the original metal road name signs are still attached to the upper front and rear walls of the end of terrace houses. Flat aluminium road name signs have also been erected on grey plastic coated metal poles on the pavements.

Section 5 Buildings, architecture and materials

5.1 Introduction

The Railway Terraces form an individual and unusual area with clearly defined boundaries and a uniform character. There is a great sense of place within the conservation area and there appears to be a vibrant and cohesive community. The formal, regular streetscape and building layout, together with the unusual relationship between buildings, private and public open space, all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs. As such there has been little opportunity for house extensions or infill building and the terraces have retained a consistent character.

Whilst many of the properties retain their original features on their front elevations, they have been subject to minor alterations which has subtly changed their character in a variety of ways. Window and door replacement, along with changes to the original slate roofs are the most noticeable changes that have been carried out to the houses. Rear extensions vary in terms of size and design and some properties along Gratton Terrace have extensive hard-standing or outbuildings within their long back gardens.

The buildings in the conservation area are principally, terraced rows of Victorian houses, the only exceptions lying around the edges of the conservation area, such as Burlington Parade, a block of shops, a former railway workers hostel and some modern 20th century infill development at the northern end of Gratton and Needham Terrace.

5.2 Principal building types

The conservation area features three principal building designs as described below:

Midland, Johnston, Needham and Campion Terraces

Consist of blocks of up to eleven, two-storey houses per terrace. These houses are of red brick with Welsh slate roofs although a number of properties have been rendered or painted and original roofing materials replaced. No dormer windows exist on these terraces.

Whilst of simple elevational design ([Photograph 6 – see overleaf](#)), these houses display distinctive features, including exposed rafter ends under the eaves and a combination of timber casement windows on the front and sash windows at the rear. Although in some cases, these have been replaced with unsympathetic Upvc or aluminium windows. Originally, the front of the houses featured simple, panelled timber doors next to triple width, small paned timber casement windows with brick arches over. However, many front doors have been replaced with a variety of door designs. At first floor there are one double and one single width windows. The houses have unusually large chimney stacks with ten pots per pair of houses, adding greatly to the formal, regimented appearance of the terraces. Many of the original tall terracotta chimney pots remain.



The houses have small back yards which originally housed a brick WC and coal shed, some of which are in-situ, although many have been replaced with larger structures of varying designs (Photograph 7).



Gratton Terrace



8.

A row of forty, two-storey houses with projecting bays and recessed doors. The houses are of red brick with decorative work in yellow brick, although a number have been painted or rendered. Where original windows remain these are timber framed sashes with masonry cills and segmented masonry arches and key stones over. However, some have been replaced with double-glazed timber, Upvc or aluminium designs. Ground floor bay windows (Photograph 8) feature decorative timber mouldings around ground floor bays and doors. The roofs are primarily of grey slate with crested ridge tiles, although some roofs now have concrete tiles. A number of original terracotta chimney pots remain. Several properties have had rear dormer windows inserted, many of which are over-sized

and unsympathetically designed. Corner properties have gabled roof ends and project slightly forward of those adjoining, marking the end of a terrace (Photograph 9).



9.

There are four later houses at nos. 10a and 10b and 20a and 20b Gratton Terrace which infill the original access roads on Rockhall Way and Allotment Way. These houses are of the same design, materials and detailing as the original houses on Gratton Terrace.

The former Railway Hostel and Burlington Parade

The former railway hostel, now the Sindhi Community House at 318 Cricklewood Broadway, ([Photograph 10](#)) is an imposing two-storey red brick building with an off-centre pedimented gable on its main elevation. There are prominent chimneys positioned at either end of the building.



10.



11.

Burlington Parade ([Photograph 11](#)) consists of six shops with flats above. The building is red brick with undressed stone window details. The shops are serviced from Gratton Terrace and most of the original low level delivery hatches have been retained. The building is three-storeys high but only approximately six metres deep as it fits within the landscaped bank in front of Gratton Terrace.



12.

5.3 Architecture and materials

Roofs

Victorian houses, including those in the Railway Terraces, have slate roofs, often Welsh, due to the ease of transporting these materials around by train. Many of the original slate roofs have been



13.

replaced with concrete or synthetic tiles. Tall chimneys protrude from the majority of the roofs (Photograph 12), most having between five and ten chimney pots. Unfortunately, some roofs have been harmed by the insertion of unsuitable rooflights, dormer windows (Photograph 13) and solar panels, which are highly visible. Several properties have prominent satellite dishes attached.

The majority of terraced properties within the conservation area have roofs with oversailing eaves and on the ridge they feature terracotta ridge tiles, sometimes with decorative finials.

Windows

The predominant window types in the conservation area are traditional timber sash windows and casements, which on Gratton Terrace can be found also in canted bays ([Photograph 14](#)).



However, many windows have been changed over time and there are a variety of unsuitable modern Upvc ([Photograph 15](#)) and aluminium windows, some double-glazed and these can appear



incongruous within the conservation area. There are also examples of double-glazed timber replacement windows, which are more in-keeping with the original designs. The majority of windows are painted white but other colours can be seen.

Doors



16.

A wide variety of external doors can be found in the conservation area. Front doors would traditionally have been constructed of painted softwood, with a mixture of panel styles, some having a pair of glazed lights in the upper half. The smaller cottages featured simple four-panel timber doors with no glazing (Photograph 16). However, many front doors have been changed over time, with variations on the theme with some part-glazed, some solid. There are also examples of modern Upvc doors, which are not sympathetic to the character of the conservation area. Due to the design layout of the terraces, many of the rear doors can be viewed from the narrow streets, particularly on Needham and Johnson Terraces. Where the original rear single-storey wings have not been altered, many of the original doors, such as the ledged and braced outhouse doors, have been retained along with original furniture.

Chimneys



17.

Where original chimneys survive, they generally survive intact, with only minor embellishments and changes to pots, although some have been truncated. Chimneys are part of the historic streetscape, and an important visual feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline (Photograph 17).

Walls, boundary walls and fences

Red brick, in a variety of shades, is the favoured building material but in some cases it has now been rendered or painted over. London yellow stock brick can be seen for detailing quoins and banding on the more prestigious properties along Gratton Terrace. Lime mortar was used for the pointing of brickwork and creates a pleasant contrast against the red and orange brick.

The majority of boundary walls are found towards the rear of the terraces or as flank elevations of properties that run parallel with the three Ways that subdivide the rear terraces (Photograph 18).



18.

A wide variety of boundary features can be seen, including brick walls, timber fences (Photograph 19), metal railings or a combination of these. Occasionally wire fences or concrete block walls can be found. In some cases the boundary wall has been removed.

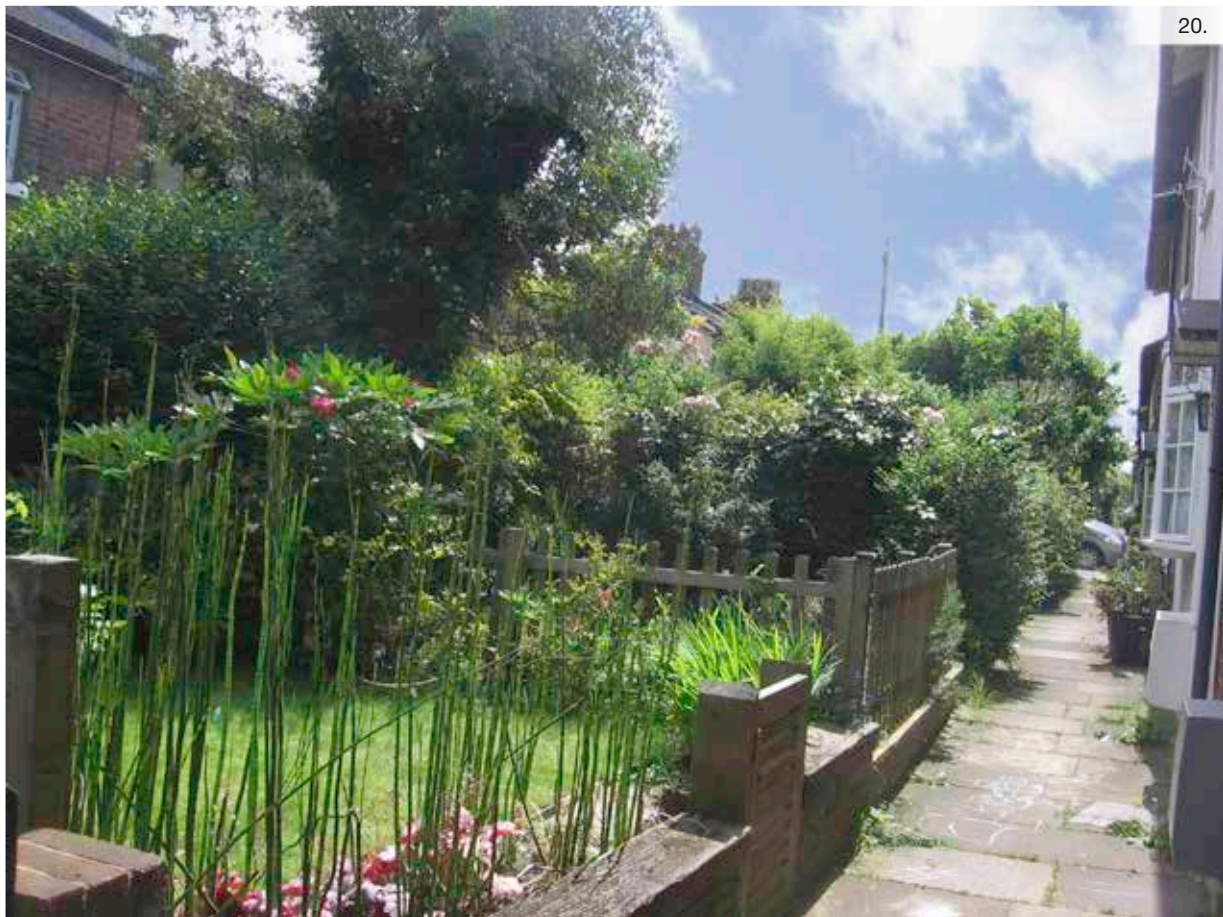


19.

Where walls are in a poor state of repair, are not of an appropriate material or have been removed in order to create access to hardstandings, their appearance, or lack thereof, detracts from the character and appearance of the conservation area. Many original boundary walls have been replaced with fences which vary in terms of height and detailing, some of which are over-sized and appear out of keeping with the area's character.

Rear gardens and yards

Where open communal gardens exist to the front of the properties, they are in a well-kept state and the mowed lawn is often supplemented with a few trees. Where properties have individual gardens (Photograph 20) that back onto each other, they are longer in depth and tend to be more heavily planted.



20.

Many gardens to the rear of Gratton Terrace have been subject to alterations including hard-standings or out-buildings, which can sometimes detract from the character and appearance



21.

of the conservation area. There are instances where rear yards to the upper terraces have been utilised for car-parking (Photograph 21) and this has adversely affected the uniformity of the original design.

Section 6 Character analysis by sub-area

6.1 Midland and Johnston Terraces

These roads comprise two perfectly straight lines of 40 and 44 two-storey houses facing each other across a communally managed grassed swathe. The terraces are divided into four equal blocks by access roads running from south-west to north-east. Each line of houses is backed by a service road. As such there is a very strong uninterrupted building line with long linear views and a great sense of perspective ([Photograph 22](#)).



The green swathe between the houses is very unusual and adds greatly to the tranquillity and human scale of the area. As with the houses it is divided into four equal lengths by the access roads with each house owning its own patch of lawn, although this is not de-marked. The ends of the greens are marked by more recently constructed boundary walls with metal railings over. These walls allow for pedestrian level views from surrounding access roads whilst giving the enclosed spaces a semi-private character. The four spaces are approximately as wide as the buildings are high which helps to make them intimate in scale and draw together facing pairs of terraces. There are a number of small trees on the greens which again help to draw together the terraces and add individuality

and interest. There are some recent shallow projecting bay window additions facing the grass. These are not in keeping with the original house design and are often of inappropriate materials.

At the south-eastern end of the terrace a recent industrial building overshadows that end of the terrace. The building pays no regard to the building pattern of the terraces and as first built is a visual intrusion on the edge of the conservation area. At the other end of the terrace the last row of houses on the north-eastern side is truncated and there are three single-storey garages at the end breaking the building line. There are also two garage units separating a modern detached house from the rest of Needham Terrace. The sense of enclosure is lost at this end and the space leaks towards a row of car parking spaces along the north-eastern boundary of the conservation area. There is also a relatively new block of flats, [Dorchester Court](#), ([Photograph 23](#)) at this end of the terraces built on the site of the original institute. Although this is of a similar scale to the original houses, its detailing, materials and proportions are not in keeping. The railway line, on its bank, runs very close to this end of the terraces and when trains pass they overlook and dominate the buildings.



Some roofs have been reclad with tiles instead of slates, and although chimney stacks remain, a number of terracotta pots have been replaced. There are no dormer windows or visible roof lights to disrupt the terraces' roof line and the combination of low, linear terraces and large chimney stacks makes for a prominent and interesting roof line.

6.2 Needham Terrace and Campion Terrace

There are 52 houses along these terraces all of similar design to those in Midland and Johnston Terraces. The houses in Campion Terrace were built after the others and do not have as distinctive eaves details as the other terraces. They also have raised brick party wall parapets running from the eaves to the roof ridge (a feature missing from the other railway cottages). To the east of the area there are allotments and along the edge of the conservation area a steep bank and fence leading to an industrial site and railway track behind.

There is only one pair of facing blocks at the southern end of the terraces as the allotments cut into the regular building pattern. The subdivision of the central green means these houses do not relate as strongly to each other as those in Midland Terrace.



Campion Terrace faces onto a retail and industrial park, although this is hidden behind dense vegetation. There are partly broken metal railings along the boundary strengthened by planting. The rest of the north-eastern boundary is marked by the edge of the allotments and a bank leading to the industrial site and railway. Here the boundary is generally well planted with largely deciduous growth which helps to preserve the tranquillity of the area. Houses in these roads have been altered in similar ways to those in Midland and Johnston Terraces as described earlier in this document.

In the 1970's Barnet re-instated Needham Terrace Allotments, the management of which was devolved to plotheholders in 2013 and which is now known as "The Railway Terraces Allotment Society" ([Photograph 24](#)).



6.3 Gratton Terrace

The terrace was originally divided in three places by access roads. Today two of these gaps have been infilled with houses and there is now only one break in the terrace aligning with the wide steps leading from Cricklewood Broadway to the back terraces. This pedestrian entrance allows for important views in to and out of the conservation area. The houses at the end of each original block project slightly and have prominent front gables. Although four of these houses now sit within a continuous block they still add interest and help to break the formal building line.

The houses of Gratton Terrace face away from the other terraces and look out through the trees towards Cricklewood Broadway ([Photograph 25](#)). Whilst more finely detailed and designed to give an imposing frontage to the development, they do not share the intimate and isolated character of the terraces behind. However, the buildings are of good design and the road is historically an important and prestigious part of the Railway Terraces. The London Plane trees in front of the terrace are regularly pollarded and are in a good state. These trees act as an important barrier adding to the seclusion of the conservation area and also contribute to the linearity and views.

At the north-western end of the terrace, there is a large red brick building, No 318 Cricklewood Broadway, which was formerly a hostel for railway workers. The building is approximately forty metres long by ten metres deep and was built between 1896 and 1915 by the railway company to complement the existing institute which was behind it. The building is now known as the Sindhi

Community Centre. The flank elevation of the building sits directly facing Gratton Terrace and is a highly prominent key building providing a visual focal point at that end of the terrace (Photograph 26).



Burlington Parade, a prominent three-storey red brick building with stone quoins, sits in the middle of the landscaped bank, in front of Gratton Terrace, along Cricklewood Broadway, flanked by mature plane trees above shrub planting. There are red brick boundary walls and some original railings above and around the ends of the bank which also help define entrances to the conservation area.

Almost all the houses in Gratton Terrace have been altered in some way, although some retain their original detailing and character. Typical alterations include rendering, brick painting, double glazed Upvc/metal windows and doors, concrete and artificial slate roofing tiles, dormer windows, rear extensions and infilling of front door recesses. Many of these alterations use inappropriate materials and designs which have failed to respect the character of the conservation area.

When the terraces were built the larger houses of Gratton Terrace represented the public face of the development. Today the terrace has lost some of its imposing character, partly because of the scale of some of the nearby built developments, and also because of unsympathetic alterations which have diluted its consistent detailing and design. The terrace today is more secluded – being set back from Cricklewood Broadway by the landscaped screen.

The former railway hostel and Burlington Parade are now the built edge of the conservation area along Cricklewood Broadway and combine with the London Plane trees to demark and form a boundary on the western side of the conservation area.



Gratton Terrace acts as a break between the terraces behind and the noise, movement and buildings along Cricklewood Broadway. It provides a link between the humbler railway dwellings at the rear and grander developments and commercial frontages along Cricklewood Broadway. A grade II listed, cast iron milestone can be found on the back edge of the public footway fronting Cricklewood Broadway, indicating 4 miles to Marble Arch and 10 miles to Watford ([Photograph 27](#)).

6.4 Summary of Positive Characteristics

- due to its isolation from the main road, there is very little vehicle movement and no traffic passing through the conservation area, helping to ensure that the atmosphere of the area is that of a quiet oasis

- the original tight-planned layout of the development has meant that there have been few opportunities for new development to take place
- many of the original gardens, both communal and private have survived, creating a sense of openness within the conservation area
- the allotments have been retained and are still very much in use today, providing a valuable green space and a community hub for the residents, with a long waiting list for new members
- the highway verge and green banking with mature trees between Cricklewood Broadway and Gratton Terrace creates a green boundary to the area which contributes to the peacefulness, helps to reduce traffic noise and pollution, and has biodiversity value
- some properties still retain the original coal shed and W.C outbuildings with their plank and batten doors
- original front doors can still be found, particularly on properties which face onto the communal gardens, some of which retain their original ironmongery
- chimneys on the terraces are tall and distinctive, often with original terracotta pots and help to create a varied and interesting roofscape
- most of the houses retain the original slate roofs
- many houses on Gratton Terrace retain the original decorative ridge tiles
- where original architectural features and detailing have been retained, including windows or recessed porches, they help to maintain the historic character and charm of the houses
- several of the historic street signs fixed to the buildings remain in-situ
- trees in the communal and private gardens contribute significantly to the character of the area
- traditional timber telegraph poles can be found, adding to the rural feel of the area.

Section 7 Issues

7.1 Issues and threats

Although there have been many minor alterations to the Terraces over the years they have retained much of their original character and appearance. The lack of space around buildings means there has been little opportunity for major change such as large extensions or in-fill developments. In addition the fact that the houses were built for a particular type of inhabitant, and have been corporately owned for most of their history, has perhaps helped preserve their integrated and self-contained character.

However, the list below contains a number of issues which have impacted on the character and appearance of the conservation area. By identifying the issues and potential threats it is hoped that the raised awareness will help local residents and others to address the problems and prevent any further erosion of the area's character.

The issues will be subject to review as part of the council's commitment to the proper management of the Railway Terraces, Cricklewood Conservation Area. It should be noted, however, that some of the issues lie outside normal planning controls and cannot easily be remedied.

The principal issues and threats are:

- some inappropriate alterations and extensions, particularly within the rear yards and gardens, which have detracted from the original rhythm and design of the properties
- new infill development which has failed to respect the character of the terraced houses
- the use of unsympathetic building materials, including brick and roofing tiles, which fail to match the original material
- some over-sized outbuildings in rear gardens of Gratton Terrace
- inappropriate cladding, rendering or painting of original brick elevations
- unsympathetic replacement windows in Upvc and aluminium
- unsympathetic replacement front and rear doors
- prominently positioned satellite dishes on the front elevations and fixed to chimneys and roofs
- the loss of original slate roofs, replaced with modern artificial varieties
- the insertion of over-sized, non-conservation style rooflights positioned on prominent roof slopes
- over-sized dormer windows on the rear roof slopes of Gratton Terrace
- alarm boxes prominently positioned on front elevations
- the loss of garden boundary walls and fences and their replacement with over-sized walls, fences, railings and gates
- the creation of hardstandings with vehicular access
- some houses would benefit from more regular re-decoration

- the loss of some trees and vegetation especially linked with the creation of hardstandings
- some hedges and plants are overgrown and in need of pruning
- poor advertisements and signage on the shop fronts of Burlington Parade
- in-filling of openings on the rear elevation of Burlington Parade and general lack of maintenance
- unsympathetic solar panels and photovoltaics which are highly visible on prominent roof slopes
- some chimney stacks have been demolished or truncated and chimney pots removed
- white plastic gas or electricity meter boxes are fixed to front elevations beside doorways
- tv aerials are fixed to many of the tall chimney stacks
- excessive street signage that is unsympathetic and can be confusing.

7.2 Inappropriate development

There are some over-sized rear extensions, in unsympathetic brick or with roofing tiles that fail to match the natural slate of the host building, that result in a discordant appearance that undermines the original rhythmic pattern of development, which was that of a yard with a small single storey wing for the out-house and coal cellar. There are some examples of over-sized outbuildings, particularly to the rear of the Gratton Terrace houses. There are a few instances of vehicular accesses being created to provide car parking within the rear yards. Some properties have unsuitable Upvc or aluminium windows which are out of keeping with the character of the original buildings. This is particularly noticeable when the design and proportions of the original windows have not been copied. Front and rear doors have been replaced, but often without consideration for the original designs.

Other unsympathetic additions include the siting of satellite dishes in highly visible locations on chimney stacks and on the front elevations. There are also many highly visible television aerials, and where they are now redundant, they could be removed. Original cast iron rain water pipes and soil waste pipes have been lost and replaced with inferior plastic versions. Some boundary walls have been poorly rebuilt in unsympathetic materials or lost altogether. Careful consideration should be given to the materials used when repairing or replacing any boundary feature. Rooflights and solar panels have been added to several roof slopes and quite often detract from the appearance of the roofscape.

Modern infill development has failed to respect the character of the original buildings within the conservation area. This is also true of much of the development which borders the conservation area, such as the Cricklewood Timber warehouse on Kara Way. Whilst there are few opportunities to build additional properties within the area, should the occasion arise, careful consideration would need to be given to the scale, siting and design of any new development and a high standard of design and materials will be expected.

7.3 Public realm

Modern green painted streetlamps are particularly prominent along Gratton Terrace and some modern street signs are unsympathetically located and can be confusing. When they are due for replacement,

a more suitable version for the conservation area should be considered. There is an unattractive steel and concrete boundary rail which runs along Cricklewood Broadway within the green, public space separating the terraces from the road. The original iron railing that runs along Gratton Terrace is dilapidated in places and is in need of repair. The landscaped bank, which has some unsightly communications boxes, would benefit from enhancements to the planting to improve its contribution to the conservation area. Should the opportunity arise, and funding becomes available, improvements could be considered to this part of the public realm.

7.4 Cars and parking

Since the development's creation, there has been a dramatic increase in the use of cars. Due to the lack of garages this has led to a large increase in off-street parking, particularly along Gratton Terrace. A controlled parking zone is currently in place throughout the conservation area which limits on-street parking to residents only between 9am to 10pm. Heavy vehicles accessing the timber yard on Kara Way can bring noise and disturbance to the southern edge of the conservation area and many of the paving slabs are cracked where vehicles have mounted the kerb.

7.5 Refuse and recycling

A large number of waste and recycling bins are placed to the rear of many properties, either on the pavement or behind boundary walls. Where they can be seen so obviously, they detract from the appearance of the conservation area. It is understood that residents do try to ensure that they are taken off the street following bin collection.

7.6 Overgrown gardens

A number of rear gardens are overgrown and unkempt. This lack of maintenance can be unsightly and detract from the wider appearance of the area. Where gardens have been regularly maintained, they make a positive contribution to the conservation area. Garden structures and large play equipment are generally not harmful although they may require the consent of Barnet Council.

7.7 Houses in Multiple Occupation (HMO's)

Several properties, particularly along Gratton Terrace, have been converted to HMOs, although not always with the permission of the council. In May 2016 a borough-wide Article 4 Direction was put in place which requires planning permission to be sought for all future HMOs. The council will take enforcement action against unauthorised and illegal HMO properties, but it is acknowledged that several have been permitted to have a change of use to allow HMO status.

7.8 Conservation area boundary

It is considered, in light of the pattern of streets and the self-enclosed nature of the conservation area, no change to the boundary is required.

Part 2 Management proposals

Section 1 Introduction

1.1 The purpose of Management Proposals

The designation of a conservation area is not an end in itself. The purpose of the Management Proposals is to identify a series of possible initiatives, which can be undertaken to achieve the preservation and enhancement of the conservation area, based on the assessment of the area's special character, which has been provided in the character appraisal.

This document satisfies the statutory requirement of section 71(1) of the Planning and (Listed Buildings & Conservation Areas) Act 1990 namely:

It shall be the duty of the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any part of their area which are conservation areas."

Section 69(2) states:

"It shall be the duty of the local planning authority from time to time to review the past exercise of functions ... and determine whether any further parts of their area should be designated as conservation areas."

This document also follows Government guidance as set out in the National Planning Policy Framework (NPPF) March 2012, Historic England Advice Note: 1 entitled 'Conservation Area Designation, Appraisal and Management', best practice guidelines, policies within the Barnet's Adopted Local Plan 2012 together with published planning guidance such as Barnet's suite of design guidance notes.

Section 2 Recommendations

2.1 Statutory controls

The designation of a conservation area brings a number of specific statutory provisions aimed at assisting the 'preservation and enhancement' of the area. These controls include requiring Planning Permission for the demolition of any listed or unlisted building with a volume of greater than 115 cubic metres, fewer permitted development rights for alterations and extensions, restrictions on advertisements and requiring notice for proposed works to trees. If in any doubt as to whether your proposals require planning permission, please contact Planning Services on 0208 359 3000.

In addition, the following permitted development is withdrawn within a conservation area and planning permission must be sought for any such works:

- An extension that extends beyond the side wall of the building
- Any two storey extension
- All extensions are restricted to a depth of 3m for terraced properties and must be no greater than 4m in height, and restricted to 3m to eaves height within 2m of a boundary
- Cladding any part of the outside of a building with materials such as timber, plastic, stone, artificial stone, or tile
- Any extension or enlargement to a roof, such as the addition of a dormer window
- An alteration or extension to any structure within the grounds of a building, if it is to the side of the house
- The installation of a chimney, flue or soil and vent pipe if it would face a road and is on the front or side of the building
- Positioning a satellite dish on a roof, wall or chimney that faces a road or public space
- Solar panels on a wall that faces the road
- Tighter controls over advertisements
- Trees within conservation areas with stem diameters of 75mm or greater when measured at 1.5m above ground are protected. Anyone wishing to work on these trees must give six weeks written notice to the Local Authority. Replacement planting may be required.

Recommendation 1:

The council will seek to ensure that new development within the conservation area preserves or enhances the special character or appearance of the area in accordance with national legislation and policies, Barnet's adopted Local Plan (2012) policies together with other guidance.

2.2 Buildings of local architectural or historic interest and significant unlisted buildings

In addition to the borough's statutorily listed buildings there are many individual buildings and groups of buildings which are of considerable local interest due to their local architectural or historic interest. These are included on a Local List and the council will seek to retain these buildings and ensure that new development does not harm their character, appearance or setting. Within the NPPF these buildings are considered as 'Heritage Assets'. The council will determine applications which affect locally listed buildings in accordance with policy DM06 of Barnet's adopted Local Plan 2012. There are currently no locally listed buildings within the Railway Terraces Cricklewood Conservation Area.

The criteria used to select buildings for the local list are as follows:

1. Most buildings erected before 1840, which survive in largely original condition
2. Buildings erected after 1840 which fall into one or more of the following categories:
 - having special value within certain types, historic or architectural, (for instance industrial buildings, railway stations, schools, civic buildings, cinemas, almshouses etc.)
 - displaying technological innovations or virtuosity (for instance cast iron, prefabrication or early use of concrete)
 - having group value (for instance squares, terraces or model villages)
 - illustrating social development and economic history
 - of good design, reflecting period detail and style
 - designed by a well known architect of national or local reputation.
3. Buildings which have an association with local characters or events
4. Street furniture of special or unique design, or of local historic interest
5. Statues, monuments and Mausolea which have local historic or architectural value.

The character appraisal process has identified buildings or groups of buildings which, because of their particular architectural or historic qualities, should be added to the local list. The following buildings are proposed for inclusion on the local list:

- 1–6 Burlington Parade
- 1–14 Campion Terrace
- 318 Cricklewood Broadway (Sindhi Community House)
- 1–40 Gratton Terrace
- 1–40 Johnston Terrace
- 1–44 Midland Terrace
- 1–38 Needham Terrace.

Recommendation 2:

It is proposed to add the above buildings to the council's Schedule of Buildings of Local Architectural or Historical Interest (Local List) as the terraced houses within the conservation area are considered to meet at least four of the criteria including; historic value, group value, illustrating social development and reflecting period detail.

In addition the council will seek to ensure that all significant unlisted buildings are protected from inappropriate forms of development or unjustified demolition.

2.3 Sustainable development

One of the key objectives of the character appraisal and management proposals is the sustainability of the physical and social environment of the conservation area. It is recognised that there is often a tension between sustainability and conservation, both of which are important priorities for Barnet Council.

Barnet Council has produced a supplementary planning document on Sustainable Design and Construction (2007) which sets out important guidance for delivering successful, high quality suburbs now and for the future. Although this document is concerned mainly with new development, it also discusses energy efficiency in existing buildings. When extensions are proposed, particular reference should be made to the advice on ways to use less energy, including building design and orientation; high standards of insulation; ventilation, heating systems and efficient lighting and technologies for creating renewable energy such as micro-generation equipment (solar panels and photo-voltaic cells to produce hot water and electricity).

However, although such innovation is encouraged, the impact of such technologies will have to be weighed up against any impacts on the special architectural interest of buildings within the conservation area. Therefore, carefully considered design solutions will be required to ensure that the impact of such installations is minimised so that it does not have a detrimental impact on the appearance of the building or character of the wider area. Historic England have produced a web resource that provides useful information on energy saving measures and the impact on the historic environment: <https://historicengland.org.uk/advice/your-home/saving-energy/>.

Recommendation 3:

Barnet Council recognises the importance of new technologies to improve energy efficiency and will encourage the use of such measures providing there is no detrimental impact on individual buildings or the character and appearance of the conservation area.

2.4 Trees and planting

Hedges, trees and planting in general make a very important contribution to the character and appearance of the Railway Terraces, Cricklewood Conservation Area. Trees within conservation areas are protected by existing legislation. Anyone intending treating a tree with a diameter greater than 75mm at 1.5 metres above ground level, must give the council six weeks written notice before

starting the works. This provides the council with an opportunity to consider whether it is appropriate to include the tree in a Tree Preservation Order (TPO). Currently there are three groups of TPO'd trees within the conservation area, situated on the green bank facing Cricklewood Broadway. The removal of quality trees will be permitted only where a clear case exists to justify such action. Where a tree is proposed for removal it should, as far as possible, be replaced with a tree of similar potential size and habit.

Recommendation 4:

Street trees require regular maintenance by Barnet Council. When street trees need to be replanted, the original species will be re-instated, where possible.

2.5 Shopfronts and advertisements

The council has produced borough-wide shopfront and advertisement guidance (Design Guidance Notes 1 and 10). A summary of the Shopfront Guidance has also been produced and includes photographic examples of good practice. All applications will be determined in line with the existing guidance including the appropriate design of new shopfronts, advertisements, illumination, awnings and security measures such as shutters.

Recommendation 5

The council will ensure that all applications for new shopfronts, advertisements, illumination and security measures are determined in accordance with existing policies in Barnet's adopted Local Plan 2012 and published Design Guidance Notes No:1 – Advertising and signs and No:10 – Shopfronts.

2.6 Public realm and traffic management

Throughout the conservation area there is a mixture of different paving materials, such as concrete paving slabs and black tarmac, which could sometimes be in a better state of repair. It is recommended for greater consideration to be given to works within the public realm including adopting a limited palette of low key materials and a suitable mix of street furniture which are appropriate for the conservation area. There are also important features such as historic street signs, fixed to the houses, that should be retained. Any future works should be designed to respect the character and appearance of the conservation area, with a recognition for their wider impact on the public realm.

Recommendation 6

The council, working together with its partners such as statutory undertakers, will seek to ensure the retention of all historic features of interest within the public realm and will seek to ensure all future traffic management and public realm works are implemented with reference to the Department of Transport/English Heritage Traffic Advisory Leaflet 1/96 'Traffic Management in Historic Areas' and English Heritage best practice guidance 'Streets for All' with the aim of creating a more cohesive

appearance to the public realm. Transport for London (TfL) will be consulted on any future highway and traffic proposals, where necessary.

Section 3 Document review

This document should be reviewed every five years in light of emerging government policy and Barnet Council's Adopted Local Plan. A review should include the following:

- a survey of the conservation area and its boundaries
- an assessment of whether the management proposals detailed in this document have been acted upon
- the production of a short report detailing the findings of a survey and proposed actions and amendments
- public consultation on the review findings, any proposed changes and input into the final review.

Section 4 Appendix 1

4.1 Statutorily listed buildings

The following structures make a significant contribution to the character and appearance of the conservation area. They include a statutorily listed milestone fronting Cricklewood Broadway. It is grade II listed.

Historic England is responsible for the administration of the statutory listing system. Each building has been assessed against national criteria for their architectural or historic interest. Buildings are classified into grades to show their relative importance as follows:

Grade I – these are buildings of exceptional interest

Grade II* – these are particularly important buildings of more than special interest

Grade II – these are buildings of special interest, which warrant every effort being made to preserve them

Anyone who wants to demolish a listed building or to alter or extend one in any way that affects its character must obtain listed building consent from the Local Planning Authority. Both internal and external works require consent. It is an offence to demolish, alter or extend a listed building without listed building consent and the penalty can be a fine of an unlimited amount or up to two years imprisonment, or both.

	Grade	Date
Milestone (on highway verge fronting Cricklewood Broadway)	II	07/04/83

Section 5 Appendix 2

5.1 Locally listed buildings

This schedule is a listing of buildings of local interest, which are considered to significantly contribute to Golders Green's heritage and character. It is produced by the Local Planning Authority and supplements the statutory list. The two lists therefore provide a comprehensive inventory of the areas historic built fabric. Although the buildings on the local list do not benefit from statutory protection, current adopted local policy seeks to preserve or enhance these buildings wherever possible.

New to the local list (all locally listed 14/12/2016)

- 1– 6 Burlington Parade
- 1–14 Campion Terrace
- 318 Cricklewood Broadway (Sindhi Community House)
- 1– 40 Gratton Terrace
- 1– 40 Johnston Terrace
- 1– 44 Midland Terrace
- 1– 38 Needham Terrace.

Section 6 Bibliography

Cricklewood Railway Terraces, A Village History - Residents Community Association (Edgware Road)
2001.

Section 7 Appendix 2

7.1 Townscape appraisal map



