

Andrew Dismore

Putting Barnet and Camden first



LONDON ASSEMBLY LABOUR

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27/11/2018

Objection to planning application for 1 - 13 Cricklewood Lane London NW2 1ET, Ref: 18/6353/FUL

REQUEST TO SPEAK AT COMMITTEE

Dear Sir or Madam,

I am writing to object to the above application in my capacity as London Assembly Member for Barnet and Camden.

Design and appearance

The proposed tower block will be out of keeping with the buildings in the heart of Cricklewood, which are mainly 2/3 storey buildings. This block would be visually intrusive to neighbours and overlook a number of properties, as well as create a feeling of enclosure, being visible from many angles.

The developers say it's in keeping with other developments, but they refer to Colindale, which is several miles away and out of eye line, and to Brent Cross South, also still a mile away. They say "the Brent Cross Masterplan has the largest influence on the site", which is inaccurate, in every context other than the desire to overdensify the site. Cricklewood itself should have the largest influence; Brent Cross Cricklewood was always presented as the creation of a new town centre by the North Circular, not as an add on to the junction of Cricklewood Lane and the A5..

Overdevelopment

They also claim it will be in keeping with a new "Cricklewood Quarter", however the B&Q building and its car-park, the Green, Jewsons, Beacon Bingo, Travelodge, the telephone exchange and woodyard, and the Railway Terraces' allotments will all be replaced by large blocks of 16-21-storeys, which represent a major overdevelopment of the area

Barnet Council has not produced any masterplan for Cricklewood and there is no indication they would approve building on this scale. This tower block is then clearly out of keeping with the character of the area.

Approval for this tower would make more high-rise high-density development in the heart of Cricklewood more likely, creating a new “context” and setting an unwanted precedent.

Lack of affordable housing

They propose 187 flats, mainly 1- and 2-bedroom. There will be little affordable and no social housing whatsoever, which is completely unacceptable. There appears to be a “poor door” in one corner and 9 affordable flats – less than 5% of the total. This is appalling and must not be approved.

Loss of community facilities

This application will see the loss of shopping units, and the completely unacceptable loss of a walk-in clinic in a community with a high level of transience and reliance on walk-in medical provision. There is no enhancement to the public realm, amenities or facilities whatsoever.

Transport

Transport problems aren't properly considered. There'll be 2 car parking spaces for every 5 homes, with no improvements in public transport in the area planned. At a time when the impact of the Brent Cross regeneration will see a very large increase in already unacceptable local traffic, this overdevelopment will result in even worse congestion and traffic.

The A5 will soon have an extra 450 HGV movements a day bringing construction waste to the rail freight facility behind Lidl and fetching aggregates from it. There'll be another 350 HGV trips a day at the new waste facility further up.

There is no clarity on plans for Cricklewood Broadway / Cricklewood Lane / Chichele Road junction to be straightened out, or if the Cricklewood Lane / Claremont Road / Lichfield Road junction will.

Conclusion

With all the above in mind, I urge this application to be refused.

Yours sincerely,



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