

## CHIPPING BARNET RESIDENTS FORUM

24 NOVEMBER 2009 – As at 24 NOVEMBER 09

### ISSUES TO BE CONSIDERED AT THE FORUM MEETING

	<b>Issues Raised</b>	<b>Response</b>
	<p><b>Budget Options Consultation</b> The council is currently preparing its budget for 2010/11 and would like to consult with residents on which budget options they feel are their priorities. The forum will include a presentation on the budget simulation tool that we would like residents to use to let us know their views</p>	
	<p><b>Core Strategy - Direction of Travel</b> The Core Strategy of the new Local Development Framework is open for consultation. The forum will include a presentation from Planning on the Core Strategy and how residents can get involved. If you would like more information on the Core Strategy and the consultation period, please see the homepage of the council's website <a href="http://www.barnet.gov.uk">www.barnet.gov.uk</a> where there is a link to more information</p>	

1	<p><b>Residents of Hollyfield Avenue R.A Michael Bernstein</b></p> <p>At a recent meeting, a large number of residents present, is that their road (in common with others around) is being used as a rat run at all times of the day, thus turning what should be quiet residential streets into traffic disasters. A very detailed traffic survey was produced by the residents which did show that there was a considerable number of vehicles using the affected roads at all times of the day.</p> <p>Residents are requesting that a traffic survey be undertaken which would replicate the one done by the residents. It would be assumed that if the borough's results did show similar traffic movements to that done by the residents, then maybe some traffic management could be undertaken.</p>	<p><b>Lynn Bishop</b></p> <p>We appreciate that residents having clearly put a lot of effort into identify the concerns relating to traffic volumes at this location and we can confirm that Highway officers are grateful for this and will commit to looking at this matter in detail. As well as identifying vehicle volumes we will seek to identify why drivers are diverting onto these residential streets rather than using the main routes. In this case it will include investigation into the phasing of the traffic signals as it may be possible to alter the signals to provide a better movement of traffic through the junction and hence avoid the need to alter the access to the surrounding roads.</p>
2	<p><b>Mr Ashwood</b></p> <p>A question regarding The Stables at Barnet Lane as to what is the current position regarding a transfer of assets and the financial implications to the Council</p>	<p><b>Peter Cridland</b></p> <p>Lease terms have been agreed for a specific user clause which restricts the lessee to the provision of a disabled riding school. A stepped rent has been agreed over five years. The Delegated Powers report for the authority for granting the lease has been written but has not yet been formally approved, the financial terms will not be in the public domain, as they form part of the exempt report.</p>

3	<p><b>Mr Ashwood</b></p> <p>Raising a concern that there are proposals to fence off a part of the playing fields known as Stationers' field, and to erect floodlighting. It is his view that this historically is open land and that fencing would deny people a right of way.</p>	<p><b>George Church</b></p> <p>Cabinet Resources Committee approved the grant of a long lease of the property to Hadley Wood Football Club in 2007 on the basis that the pitches were fenced off to ensure that they were safe and suitable for sport use. Each side of the site can be walked around by the public. The planning application concerning the site included flood lighting of the pitches</p>
4	<p><b>Mrs Karen Miller</b></p> <p>At the previous forum meeting held at Dane Grove School, I specifically asked Martin Cowie to clarify <b>where</b> along Mount Pleasant the 4 coaches for JCOSS would be dropping off and picking up. Another member of the attendees also added whereabouts in relation to New Barnet Station the coaches would be sited for picking up and dropping off</p> <p>From my recollection, the Chairman did indicate that the question was duly noted. I am therefore just reiterating that question and that of the other attendee.</p> <ol style="list-style-type: none"> <li>1. "Exactly where along Mount Pleasant will the 4 coaches be stationed to drop off and pick up the JCOSS students?"</li> <li>2. "Exactly where in the vicinity of New Barnet Station will the 4 coaches be stationed to drop off and pick up the JCOSS students?"</li> </ol>	<p><b>Lynn Bishop</b></p>

<p>5</p>	<p><b>Terence Green</b></p> <p>Referring to the LDF, as request for Mr Cowie to explain why New Barnet has become the focus of the Planning Department's attention, despite a lack of hard evidence to back up its claim that there is a shortage of retail provision in the north and east of the borough, even after the opening of a Tesco Express and Sainsbury's in Chipping Barnet, and planning approval for a Tesco Express in New Barnet.</p> <p>And, if he does have new evidence, can he please share it with the Forum?</p>	<p><b>Martin Cowie</b></p> <p>New Barnet as with other town centres are a focus for the LDF as they are critical to the social and economic well being of the borough.</p> <p>As part of the preparation of the LDF the planning authority has undertaken a 'Town Centres Floorspace Needs Assessment' with the assistance of specialist retail consultants. This report, which is available on the council's website, concludes that there is capacity in the northern part of the borough for additional retail development.</p>
<p>6</p>	<p><b>Terence Green</b></p> <p>Could Mr Cowie list for the Forum the criteria which define a 'Town Centre', and explain how New Barnet qualifies for 'Town Centre' status (other than the fact that it boasts a large supermarket) while the likes of East Barnet, Mill Hill Broadway, Friern Barnet and New Southgate do not.</p>	<p><b>Martin Cowie</b></p> <p>The London Plan outlines 5 broad types of town centre. These are: International centres, Metropolitan centres, Major centres, District centres and Neighbourhood/local centres. New Barnet, is identified as district centre.</p> <p>The London Plan states that district centres have traditionally provided convenience goods and services for more local communities and are distributed across the city. It goes on to say that some District centres have developed specialist shopping functions, often as a result of their lower rents and that developing the capacity of District centres for convenience shopping is critical to ensure access to goods and services at the local level, particularly for people without access to cars.</p>

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**Terence Green**

I have a number of questions for the Planning Team relating specifically to New Barnet.

- Has the Planning Department had any dialogue with Tesco or ASDA about their plans for New Barnet since another resident asked the same question in a Residents' Forum some months ago? If so, can it disclose any details about this dialogue for the Forum's benefit?

- Has the Planning Department discussed the LDF with Tesco or ASDA with specific reference to New Barnet?

- Has the LDF for New Barnet been deliberately devised to ensure that at least one additional large supermarket is built in New Barnet?

- Has the Council ever asked ASDA or Tesco to make a financial contribution towards framework documents or other planning documents relating to New Barnet?

- Given that the Planning Department considers the Tesco/Optex site to be sequentially preferable to the ASDA/Gasworks site (even though it would be more beneficial to the community for the contaminated Gasworks site to be developed), will the Council be asking Tesco to make a financial contribution to New Barnet's long-promised framework document?

**Martin Cowie**

No the planning department has not been in dialogue with Asda or Tesco since.

No the planning department has not specifically discussed the LDF Core Strategy 'Direction of Travel' document with either supermarket in relation to New Barnet.

The LDF Core Strategy 'Direction of Travel' does not make reference to a supermarket development in New Barnet. The planning department is currently preparing a New Barnet Town Centre Framework which will consider current and future development opportunities in the context of an overarching strategy for delivering longer term economic and environmental improvements in the centre.

The council has not sought a financial contribution towards the preparation of the New Barnet Town Centre Planning Framework or the Town Centres Floorspace Needs Assessment

The Town Centre Planning Framework will consider a range of sites for bringing forward development in an appropriate and sustainable way which will benefit the town centre as a whole. The council will not be asking Tesco or any other developer for contributions towards the preparation of the document specifically.

<p>8</p>	<p><b>J McKenzie</b></p> <p>Can the planners explain why A110 Cat Hill-Brookhill Road-East Barnet Road has been singled out in the forthcoming LDP for infill and intense development? Whatever the likes of Mr Cowie and his cronies say, building supermarkets and flats along this stretch of mainly residential road cannot but fundamentally change its character.</p> <p>Does this not contravene Mayor Boris's London Plan, which is in favour of maintaining the distinctive character of the Outer London suburbs?</p> <p>Why are Barnet planners still following the former mayor's planning policies, and is the GLA aware of this deliberate breach of policy?</p>	<p><b>Martin Cowie</b></p> <p>The LDF Core Strategy 'Direction of Strategy' document sets out in very broad terms where the council considers new development may be appropriately located.</p> <p>It therefore identifies areas of the borough which are subject to regeneration i.e. Colindale, Brent Cross Cricklewood, major brownfield re-development opportunities i.e. Mill Hill East and the four priority estate schemes and focuses on other locations where new housing in particular can be delivered in a sustainable at such as town centres and major transport corridors.</p> <p>The planning department is preparing the LDF in accordance with the Adopted London Plan (Consolidated with Alterations since 2004) and it is also having regard to the emerging draft replacement London Plan.</p>
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**Gennaro Tassimo**

1. The area discussed at the Chipping Barnet Forum is too big. I don't want to hear about Brunswick Park, they don't want to hear about High Barnet. Too much has to be covered in one meeting - why not split it north and south?

2. Is it time for the Borough of Barnet to split back in two? It is a big borough with an east-west divide. I have never even been to Edgware or Hendon - I travel by public transport and it is almost impossible. Why not separate out the old borough of Hendon which focuses on the A5 corridor, and extends eastwards as far as Mill Hill. There is a natural divide there. If others support the idea, I would be glad for form a campaign group.

3. Can you tell me if Barnet Borough Council plans to build a leisure centre with swimming pool near to me? I live in EN4 and to take my children to swim, I must go to Hertsmere to Borehamwood and Potters Bar. Church Farm is not often open to the public, and there is nowhere nearer.

These comments are noted

This is not an issue that can be discussed at the forum as the constituency boundaries are within the remit of the Boundaries Commission and not the Council.

It is understood that there are no plans to build a leisure centre in the EN4 area.

<p>10</p>	<p><b>Michael Storey</b></p> <p>1. Could you tell me why the Council has not forced the owners of the derelict building on the corner of Victoria Road and East Barnet Road to renovate it? Is it because the landlord is (via a property company) Tesco, and the Council is keen to keep them onside so they will 'redevelop' New Barnet for them?</p> <p>2. It is now several months since Tesco was granted planning approval for a Tesco Express store on Victoria Road, EN4 (despite strong opposition from local residents). Can the Committee explain why work has not begun and the buildings are still derelict?</p> <p>As their huge plans for the Optex site indicate, Tesco are clearly keen to increase their share of the market in New Barnet. They also have a reputation for fitting new stores out quickly, indeed, they managed to fit out and open an Express store in Chipping Barnet in a matter of mere weeks after being granted approval.</p> <p>Given the Council's (erroneous) claim that there is insufficient retail space in New Barnet, can you explain why the Council are not putting pressure on Tesco to improve New Barnet's retail offer - especially that the Planners insist that we're all crying out for more choice in our corner of the borough. Is it because Tesco believe that they will get permission for a larger store on the opposite side of the road?</p>	<p><b>Martin Cowie</b></p> <p>The planning authority is liaising with Tesco to ensure that the condition of site is improved.</p> <p>The council cannot force implementation of the planning consent, however it seeking clarification from Tesco as to its intentions in relation to the site.</p>
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<p>11</p>	<p><b>J McKenzie</b></p> <p>I have been campaigning for better speed controls on Brookhill Road for years, as the current flashing '30' signs clearly don't work.</p> <p>Now that I have seen the Council's Planned Direction of Travel document, all has become clear. Clearly the Council's long-standing reluctance to put in speed calming measures on Brookhill Road is linked to their plans to turn the A110 into a high-speed trunk road.</p> <p>If this is not the case, can the Council please tell me what they plan to do to combat the 'drag racing' on this stretch of road, both by motorbikes and cars, as the current combination of flashing signs and an annual visit from the police speed gun is not adequate</p>	<p><b>Paul Bragg</b></p> <p>Experience has shown that when vehicle activated signs have been introduced they have proven to be a very effective way of reducing vehicle speeds. However, we understand that this may not always be the best solution for all roads and we therefore need to react in an appropriate way when this method of traffic calming is identified as not providing the desired outcome to a speeding problem. Highway officers will therefore carry out further investigation to identify the extent of the problems and where appropriate seek to identify potential solutions. All such issues are assessed against the Councils agreed criteria in order to determine priority schemes for implementation</p>
<p>12</p>	<p><b>Linden Groves</b></p> <p>I would like to ask whether the council has made any progress on compiling more realistic figures for the cost of creating a new allotment site on Trott Road, and also to let them know that there is growing local interest in the new site.</p>	<p><b>Lynn Bishop</b></p> <p>The figures previously given to residents are realistic and it is not possible to break down these costs further.</p>

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**Sheila Burton**

**1. King George V Fields**

Where has the land that has been transferred by Barnet Council out of the charitable trust (with covenants attached) been moved to? Where is there an Ordnance map depicting the area of land moved (within the greenbelt), like for like?

**2. Who owns the greenbelt?**

This was the question posed to Cllr. Melvin Cohen at the recent Core Strategy meeting - with the reply that it belonged to us all. Therefore, why is Barnet Council granting long leases to associations outside the borough of Barnet for enclosed sports facilities, effectively depriving local residents of access enjoyed for centuries?

**3. The Stables on Barnet Lane** was opened some years ago as a charitable concern for the benefit of helping disabled people. It started with one stable and a horse. It now has a paddock, a big car park, an office and several tack and stables all within conservation greenbelt. It is understood that LBB has

**Peter Cridland**

The plans attached to the Council's Committee report dealing with the transfer of the lands is on the website here:-

[http://committeepapers.barnet.gov.uk/democracy/documents/getdoc\\_ext.asp?DocID=46258](http://committeepapers.barnet.gov.uk/democracy/documents/getdoc_ext.asp?DocID=46258)

Land ownership is conferred by title deeds. Green belt status is a planning designation which is applied to land, irrespective of ownership.

In granting leases on Council owned Land, the Council follows decision making procedures through the Cabinet Resources Committee or delegated to Cabinet Members or officers on more minor issues. Any decision to lease land on open space also has to be advertised publicly under Section 123 of the Local Government Act. The Council's Constitution requires the Area Environment sub Committees to consider those adverts and any responses made as a result. Those Area Committees can refer the decision back to the Cabinet Resources Committee which is the final decision making body.

<p>withdrawn grant support recently from the stables and it is now a full working business concern.</p> <p>Why does its advertisement Board, which protrudes out on to Barnet Lane, still advertise it as a registered charity and where has the land transferred out of the King George V Playing Fields Charitable Trust gone to?</p> <p>4. In The Press recently stated that the residents near <b>Quinta Open Space</b> had applied for 'village green' status over their local community field and requested any other local resident with an interest to attend the public enquiry at Hendon Town Hall. An impossible task. Why are there no public parking facilities near Hendon Town Hall to be able to attend such a public inquiry? Fenella, Hendon Library, Middlesex University are all tucked up nicely with their car parks barriered to the paying public. Local residents all have residents parking permits. Yet, the only ones not being accounted for are ratepayers, pet owners (PDSA nearby) and pensioners (Age Concern nearby). Are we Barnet residents tactically being banned while still paying the tax for the facilities of others be held closer to home?</p> <p>Why, as the applicant stated, could not the inquiry</p>	
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14	<p><b>Sue De Botton</b></p> <p>I live in Hollyfield Avenue Friern Barnet and am faced daily with overflowing commercial and residential bins located in Queen's Parade N.11.</p> <p>They are located on this slip road( the council has adopted this road) and attract fly tipping. I have contacted the council several times and whilst they remove rubbish this is not the long term solution. Can I have the council's assurance that they will find a way of resolving this on-going issue?</p>	<p><b>Lynn Bishop</b></p> <p>There are a number of actions we can try to resolve this in the longer term and probably there will need to be a combination of these.</p> <p>We need to review the management arrangements, i.e. alternative location for bins, informing residents and businesses of collection times, reviewing trade waste agreements and this will need to be completed before we undertake any enforcement.</p> <p>The success of this will depend on the type of residents in occupation and a high proportion of transient population does prove more difficult to tackle.</p> <p>I will also seek some support from the Priority Intervention Team to lead on this problem solving approach to see if changing the management arrangements and monitoring will enable resolution.</p>
15	<p><b>Graham Kantorowicz</b></p> <p>The pavement outside the shops on the south side of Friern Barnet Road between the junctions with Colney Hatch Lane and Hollyfield Avenue is heavily soiled with discarded chewing gum. Even when not sticking to one's shoes, this is unsightly and gives the area an appearance of neglect. Please can you advise what steps the Council will be taking to tackle the problem?</p>	<p><b>Lynn Bishop</b></p> <p>At the present time the council does not have the equipment to tackle pavement chewing gum.</p> <p>We are discussing sharing equipment with neighbouring boroughs as well as organising a demonstration of chewing gum removal equipment by a specialist company later this month.</p> <p>In the meantime high pressure hot washers are used to clean a number of our Town Centre and Friern Barnet is one of these.</p>

16	<p><b>Ian and Marilyn Hedley</b> Originally Hollyfield Avenue N11 was lined with 16 trees ( 8 each side) . Over the last 20 years at least 3 have been removed from the west side of the road, not replaced: thus spoiling the symmetry of the Avenue. Moreover the eventual repairs( or lack of ) to the pavement have been in Bitumen which is uneven, unsightly and in many cases dangerous</p> <p>Does the Council have a Green Policy in the replacement of trees? If so can the officers tell us when they propose to replace these trees and with what type of tree?</p>	<p><b>Lynn Bishop/Jenny Warren</b> The tree officer will inspect in the next seven days with a view to replant this spring and report back about viability of planting sites and species choice to the enquirer.</p> <p>Although we do not have a formal green policy with regard to planting of trees, we have an unwritten practice to ensure a sustainable tree stock and a commitment to replant more trees than we remove each year.</p>
17	<p><b>Lanny Silverstone</b> Has the Council now received the necessary paperwork from Network Rail regarding moving the fence and transferring ownership of land in order to provide a footpath part way along York Road, New Barnet? Please confirm works are still anticipated to commence February 2010?</p>	<p><b>Peter Cridland</b> Property Services have received some communication from the Highways, and I have asked the question of Legal Services. There may not be a requirement for any land transfer if it is a matter of extending the public highway to cover the land over which the footway runs. It is quite acceptable for Network Rail to still own the land even if a footway runs over it and the Highway Authority is responsible for its maintenance</p>