

CHIPPING BARNET RESIDENTS FORUM

12 JANUARY 2010 – As at 12 JANUARY 2010

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

| | Issues Raised | Response |
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| 1 | <p>Jean Spindlow</p> <p>The North London Waste Disposal site proposal at the former Friern Barnet sewage works.</p> <p>What sort of waste disposal is being proposed at this site?</p> <p>What will the noise and smell pollution be like?</p> <p>Where will the access be to this site for all vehicles including staff, and will this access be safeguarded so that no alternative access can be opened up later by, for example Hollickwood park/Sydney road?</p> <p>What is the correct consultation process required with the public and is it being strictly adhered too?</p> | <p>Response: Mervyn Bartlett</p> <p>This will be subject to the application NLWA will be making to LB Haringey, anticipated later in the year, but will not be incineration.</p> <p>Dependent on the above application, but will be minimised and strictly controlled.</p> <p>The access will be off the North Circular Road over bridge only and not through local roads.</p> <p>The NLWA will be organising the consultation, and are currently discussing this with LB Haringey.</p> <p>As above Consultation is being organised by NLWA, but LB Barnet officers are also involved. There will be plenty of opportunity for residents to comment on the proposals.</p> |

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| | <p>What is being done to inform the residents of Coppetts and the 'Freehold' that this is happening, and could really affect them?</p> <p>CONCERNS: How can we be sure that access to this site will not come through our side roads? Particularly Hampden road, Pembroke road, Cromwell road and Sydney road. Which are already rat runs.</p> | |
| | | <p>Developers who may in die course propose waste management facilities within north London must apply for planning permission from the borough in which the intended development site lies. Each borough has its own local development management policies which the application must be in compliance with.</p> <p>Developers will be required to ensure that their proposals are in compliance with both local policies and the policies contained in the North London Waste Plan with regard to design, traffic assessments, visual impact and environmental impact</p> |
| | | <p>The precise nature of a potential waste management facility at Friern Barnet Sewage works is not yet known, however issues concerning noise and smell pollution and vehicular access would be considered carefully and assessed as part of any planning application submitted to the borough of Haringey for that site.</p> <p>The North London Waste Plan must be prepared in accordance with strict national guidelines and the required consultation process is being adhered to. Future planning applications proposing waste management facilities will also be subject to statutory public consultation in their respective areas.</p> <p>Response/Property Services (freehold):</p> |

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| <p>2</p> | <p>Mr John Dix</p> <p>1. How many responses has the Council received to the Local Development Framework consultation and how many of those responses are specifically related to proposals for New Barnet?</p> <p>2. Why is the consultation period on proposed new play equipment for various parks in Barnet so short – started 23 December, closes 8 January. Which schools and youth groups have already been consulted?</p> | <p>Response: Martin Cowie</p> <p>Response: Lynn Bishop/Children’s Service</p> <p>There has been considerable consultation with Schools and Youth groups in Barnet in various different phases.</p> <p><u>Phase one: July / August</u></p> <p>General play consultation asking children and young people in the borough what they like to do when they play? This was a broad consultation topic with specific groups and general children in parks consulted:</p> <p>IPOP disability group BOBBY Panel 8 - 13 National Play day (600 Children) Greentops Centre AJ's Centre Busy Bee's</p> <p>Online consultation through Play-London was sent out across the Children's Workforce - (96 children responded)</p> |
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| | | <p><u>Phase two: September - November</u> Questionnaires (attached) sent out to the closest schools in vicinity to the parks: (over 1500 children responded to this phase)</p> <table border="0"> <tr> <td>St John CoE Primary</td> <td>Mill Hill High</td> </tr> <tr> <td>Holy Trinity</td> <td>Sunnyfield Primary</td> </tr> <tr> <td>Bishop Douglas</td> <td>St John</td> </tr> <tr> <td>Colindale Primary</td> <td>Cromer Road</td> </tr> <tr> <td>Dollis Juniors</td> <td>The Hyde</td> </tr> <tr> <td>Monkfrith School</td> <td>Church Farm Youth Centre</td> </tr> <tr> <td>Dangrove</td> <td>The Fairway</td> </tr> <tr> <td>Church Farm Youth Centre</td> <td>Barnfield Primary</td> </tr> </table> | St John CoE Primary | Mill Hill High | Holy Trinity | Sunnyfield Primary | Bishop Douglas | St John | Colindale Primary | Cromer Road | Dollis Juniors | The Hyde | Monkfrith School | Church Farm Youth Centre | Dangrove | The Fairway | Church Farm Youth Centre | Barnfield Primary |
| St John CoE Primary | Mill Hill High | | | | | | | | | | | | | | | | | |
| Holy Trinity | Sunnyfield Primary | | | | | | | | | | | | | | | | | |
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| | | <p><u>Phase three: November - December</u> The designs were taken out to be consulted on with children and young people in the various areas close to the parks once designers had an idea of what young people wanted from phase 1 & 2.</p> <p>Over this period 11 consultations happened in various different ways - some happened in parks and some happened in youth groups and schools. Some young people put their views on film and some gave their opinion on the type of equipment they liked or disliked.</p> | | | | | | | | | | | | | | | | |

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| | | <p><u>Phase four: January - April</u></p> <p>In the final part of the consultation we will be keeping children and young people informed of the building process through regular updates and hopefully some site visits.</p> <p>The list of schools / groups consulted:</p> <p>St Johns Primary - KS2: Bethune Park Holy Trinity - KS3: Cherry Tree Woods Church Farm Youth Group - KS3: Oakhill Park Sunnyfields Primary - KS2: Sunny Hill Park All Saints Church Group - KS2/3: Swan Lane Open Space All Sorts Youth Club - KS2 (disability group): Tudor Sports Ground West Hendon Youth Centre (NON ATTENDANCE): York Park Mill Hill High - KS3: Stoneyfields</p> <p>Play Rangers - KS2/KS3/Parents: Mill Hill Park, Silkstream & Colindale (yet to receive materials from consultation till tomorrow morning)</p> <p>We also consulted with the Bobby Panel KS2 / KS3 and an IPOP group at the greentops centre before the summer</p> |
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| 3 | <p>Karen Miller</p> <p>On Monday 7th December, 2009 at 19.47pm a wide oversized load vehicle got stuck twice in Fordham Road. This was the second large vehicle to go past within 10 minutes. It was carrying a crane and I was informed by the driver that he was sent up this road by the police and the council. I would like to know if this is so and why? Did the vehicle have the correct permits to move up this road? Why was it not accompanied?</p> <p>Fordham Road narrows off in parts and unless vehicles park half on the pavement even standard lorries have problems. On occasion, we have had traffic wardens/parking officers issuing tickets to residents for parking on the pavement even though they do it to assist the movement of traffic but in this instance it seems acceptable to the council because it is a convenient way to get these oversized vehicles out of the area.</p> | <p>Response: Lisa Wright (Principal Engineer)</p> <p>Fordham Road is not the route agreed in the Construction Management Plan for construction traffic. Vehicles should be entering via Northfield Road and exiting via Castleford Road and then Grove Road back to Mount Pleasant. If vehicles are using other roads to access the site then Planning Enforcement will take enforcement action as it would be a breach of the Construction Management Plan Planning condition.</p> <p>Linda has spoken to Richard Jones of Mace Group to confirm what happen on the 7th Dec. There was a road closure on Northfield Road/Castlewood Road on the 7/8/9 Dec to allow bridge works to be undertaken. Therefore the police advised the developer to use Fordham Road to allow the long vehicles to make the delivery of the bridge materials. Richard said there has been the odd occasion when drivers have used the wrong route but has confirmed that they regularly advise drivers of the recommended route (above) for construction vehicles.</p> |
| 3 cont | <p>This is an absolute disgrace and a case of double standards. We were assured that these small roads would not have to take this traffic. We already have pot holes caused from previous runs they have completed up Fordham Road and have still yet to be repaired. When will the roads be repaired? Can you please clarify the situation regarding JCOSS lorry traffic?</p> | <p>Response: Marion Hardy</p> <p>An Inspector carried out an inspection in November and any defects that were identified as being within intervention level have since been repaired. However, the current weather conditions are resulting in increased reports of potholes and every effort is being made to attend and repair these as soon as possible</p> |

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| 4 | <p>Maria Nash</p> <ul style="list-style-type: none"> • What has been learnt by Barnet Council in respect to the failure of the Utilities in the East Barnet's area from 20/12/09 to date with no solution yet? • What strategy/s will be put in place to safeguard all people living &/or working in Barnet against disasters or crisis • How will the Utilities - water, gas, electricity etc work with the residents and the council • What happened to the Logistic Dept which is suppose to be in place • Who is responsible for Barnet Homes and their Contractors - Village Heating & Connaught? • Why was the Safer Neighbourhoods Watch group not in operation during this time to help the elderly and disabled? | <p>Response: Lynn Bishop</p> <p>The East Barnet Gas incident was a utilities incident led by National Grid. The council was involved offering support and assistance and a debrief of the incident is to take place to identify areas of the response which worked well and areas that could be improved.</p> <p>If an emergency is declared in the borough the council works with its partners to carry out its role as defined in the major incident procedure manual which is produced by the London Emergency Services Liaison Panel and also has a borough generic emergency plan providing a council structure for a major incident response.</p> <p>This response includes the council attending tactical meetings with the emergency services and utilities companies when the incident is a utility incident. During the gas incident, National Grid, the Safer Neighbourhood Teams, the Red Cross and the council worked together to door knock areas to identify those who had been affected by a loss of gas and required heaters, hot plates or additional help.</p> |
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| 5 | <p>Philip Fletcher</p> <p>1) Who is responsible for the planning and installation of cycling facilities such as bike racks and cycle lanes?</p> <p>2) How many cycle racks are to be installed and where?</p> | <p>Response: Jane Shipman</p> <p>This is undertaken by the Environment and Operations Directorate. The individuals and teams involved will depend on the particular work. For more information you can contact the Highway Strategy team (contact - Jane Shipman 020 8359 3056)</p> <p>It is anticipated that about 25 cycle stands will be installed in 2009/10 on the highway. Other provision may be made at schools and other premises that are not included here.</p> <p>Stands are being installed at locations of identified need. This may be in response to requests for provision at specific locations or through inspection in conjunction with other works. In 2009/10 stands have been provided in Temple Fortune and East Finchley, and additional stands are planned in North Finchley. Other locations are also being considered</p> |
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| <p>6</p> | <p>Pam Edwards (Hon Sec Barnet Arts Council)</p> <p>Can a reduced charge be introduced for the closure of roads or for coning for events organised by charities or local community groups?</p> <p>The previous charges of £178 are expected to rise to £1178 for closure of Barnet High Street for Barnet Christmas Street Fair and to £526 for coning of Parkside Gardens during East Barnet Festival. Both events are very popular, involving many local groups and offering entertainment to a large cross section of the public.</p> <p>There are proposals that everyone in the UK hold a street party on Sunday 18th July as part of The Big Lunch 2010 and we would anticipate that a number of groups will apply to the Borough Council - see www.thebiglunch.com Can the anticipated charges for that service now be confirmed?</p> | <p>Lynn Bishop</p> <p>BARNET HIGH STREET XMAS PARTY DECEMBER 2009</p> <p>The Council's on-street cost for arranging this road closure and diversion which included erecting street notices red warning notices and yellow restrictions signs together with the cost to supply diversion traffic signs etc, for 2009 amounted to £1187.97 However, for 2009 the Council were prepared to make a gesture and charge 15% of our on-street costs which amounted to £178.20.</p> <p>Should the event take place in 2010 the Council may have to reconsider its on-street cost to the organisers to be more in line with our actual cost for making these arrangements.</p> <p>EAST BARNET FESTIVAL JULY 2009</p> <p>The Council's on-street cost for arranging the no waiting signage and coning restrictions for the event in 2009 amounted to £526.00. However for the event in 2009 the Council reduced these charges to £363.00. which was the amount paid by the organisers.</p> <p>THE BIG LUNCH 2010</p> <p>The Council's Fees and Charges for 2010/11 have not as yet been determined but these charges should be available towards the end of the current financial year. These fees and charges would include the cost of arranging road closures such as the Barnet Xmas Party, waiting restrictions such as the East Barnet Festival and street parties.</p> |
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| <p>7</p> | <p>Mr Hope</p> <p>1. How much does Barnet Council pay for it's salt for spreading on roads, see http://www.bbc.co.uk/blogs/opensecrets/2009/12/the_price_of_salt.html</p> <p>2. How many grit bins are there in the Chipping Barnet area? When were these locations last reviewed?</p> <p>3. How frequently over the recent snowfall were the bins checked and replenished in the Chipping Barnet area?</p> <p>4. How much salt did the Council place in grit bins / was available for use by the public, or at other locations for public use in the Chipping Barnet area? How much grit has the Council made available to the public in grit bins over the recent snowfall? What area would that effectively cover?</p> <p>5. What roads has the Council been gritting? How frequently are the roads gritted?</p> <p>6. I raise this matter again having done so in 2003 and nothing has changed. Why does the Council seemingly make no effort at all to deal with the steep roads of Osidge Lane, Hampden Square and Parkside Gardens which carry bus routes that people desperately rely on? People were risking their safety with access to no grit or salt helping cars turning back from an impassable Osidge Lane. Does the Council not monitor its CCTV? Every time there is snow the buses are abandoned and the routes curtailed why does the Council not respond to this and take special measures regarding these hills? What discussions has Barnet Council had with Enfield Council if it is incapable of managing this itself?</p> <p>7. The Council has abandoned any attempt to clear the pavements. What advice is / does the Council give to residents with dangerously iced pavements outside of their house? Does the Council encourage and / or permit residents to clear / salt the pavements outside of their house? Or on the crossovers outside their house?</p> <p>8. Has the Council issued any warnings / advice about walking on the heavily iced pavements? Does the Council recommend people walk on clear, gritted roads (where available!) or risk falling over on the pavements? Or has the position reverted to that given by former Councillor Anne Jarvis to this forum in 2001 that people should not leave their homes? What is the Council's position</p> | <p>Response: Lynn Bishop Lynn Bishop to provide verbal response</p> |
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| <p>8</p> | <p>Mr Howard</p> <p>1)a) - Has ASDA made any formal or informal approaches to Barnet Council at either officer or councillor level relating in any way to its planned development of the former Gasworks site in New Barnet.</p> <p>b) - Has Tesco made any formal or informal approaches to Barnet Council at either officer or councillor level relating in any way to its two planned developments in New Barnet.</p> <p>c) - If the answer to either is "yes", please can you give us full details of a) the approaches and b) the Council's responses?</p> <p>2). When is the GVA Grimley report on New Barnet Town Centre going to Cabinet and then out to public consultation?</p> <p>3). We understand that officers have agreed to meet residents in Chipping Barnet and also that Cllr Freer while he was Leader made promises to the traders of Chipping Barnet to improve the area.</p> <p>a). What are the proposals?</p> <p>b). What are the implications for New Barnet?</p> <p>c). Are there any proposals to meet the residents of New Barnet?</p> <p>4). a) How many Grit Bins are there in the New, East and Chipping Barnet Areas?</p> <p>b) Where are they?</p> <p>c) When were the locations last reviewed?</p> <p>d). Have they been coordinated with the revised lorry gritting schedule?</p> <p>e) How frequently were they checked and refilled over the past 6 weeks?</p> <p>f) Was any grit put in other places for use by the public where there are no bins</p> | <p>Response: Martin Cowie/Lynn Bishop</p> <p>The planning authority is aware of only one approach by Asda enquiring specifically into progress with the town centre framework in November of last year. An update was provided by officers explaining that options were being prepared and that a drat framework would be subject to public consultation in the New Year</p> <p>Lynn Bishop to provide verbal response on Grit bins.</p> |
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| <p>9</p> | <p>Mr Newton "The Decisions of Council's Cabinet meeting on 22 November 2004 stated under Agenda Item 8 on Pages 13 and 14:</p> <p>8. THE "THREE STRANDS" APPROACH (Report of the Cabinet Member for Regeneration & Development – Agenda Item 8) In presenting his report the Cabinet Member asked that an amendment be made to the appended summary of the Three Strands Approach by the addition of the following words after line 5 on page 126: " 'On-street' parking permits will not be issued where lower than the revised deposit draft UDP 2001 'off-street' parking standards are agreed for a development." Accordingly, and for the reasons set out in the Cabinet Member's report, Cabinet RESOLVED – That subject to inclusion of the above-mentioned amendment</p> <p>1. The Three Strands Approach be approved as the Council's key strategy for guiding future regeneration, development and planning in the borough over the next ten years and that PEG (Protection, Enhancement and Growth) underpins the future Local Development Framework and its core strategies when it replaces the Unitary Development Plan.</p> <p>2. The process to develop the Three Strands Approach and PEG be formalized through the Local Development Framework statutory process, coordinated through a member steering panel led by the Cabinet Member for Regeneration and Development.</p> <p>Please would officers advise how the decision concerning the issuing of 'On Street' parking permits is being addressed and taken forward within the Local Development Framework and the "Core Strategy - Direction of Travel" document in particular."</p> | <p>Response: Lucy Shomali</p> <p>The Core Strategy refers to a parking regime that balances reducing car use while recognising that many residents will continue to travel by car. This provides our strategic LDF approach on car parking. The Development Management Policies document will provide more detail on car parking standards and policies for the borough. This document will be launched this year. The current approach to the issuing of parking permits in connection with new developments in controlled parking zones generally follows the strategy and amendment agreed by Cabinet in 2004.</p> |
| <p>10</p> | <p>Linden Groves There are now 35 people on the waiting list for the proposed allotments so I would like to know what progress the council made in making it possible to reopen the site.</p> | <p>Lynn Bishop Lynn Bishop to provide verbal response at the meeting</p> |

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| 11 | <p>Mr Bernstein</p> <p>Supplementary Question re: traffic in Hollyfield Avenue</p> <p>During the recent icy weather there have been up to six traffic collisions per day at the junction of Hollyfield Avenue and Hillside Avenue. This highlights the urgency of the concerns of our Residents' Group on traffic flows through surrounding streets. Has there been any progress with Highway officers looking into the question raised at the previous meeting on 24 November? We are particularly concerned that their investigation should mirror the traffic data collected by residents.</p> | <p>Verbal Response at the meeting</p> |
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