

FINCHLEY & GOLDERS GREEN RESIDENTS' FORUM

Thursday 6 September 2018, 7pm

VENUE: The Dining Room, Avenue House, Stephens House and Gardens, 17 East End Road, Finchley N3 3QE

Chairman: Councillor Rohit Grover

Vice Chairman: Councillor Jennifer Grocock

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to the Governance Service (f&gg.residentsforum@barnet.gov.uk)
by **10.00am on the 5th working day prior to the meeting (Thurs 30th August)**

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	Issue Raised	Response
1	<p>Petitioner: Mr David Attfield Signatures: 71 Submitted: 8 April 2018 The Dirty Streets of Barnet</p> <p>We the undersigned petition the council to reverse the decline in street cleaning across the borough.</p> <p>The standard of street cleaning has fallen to totally unacceptable levels.</p> <p>Many streets have large amounts of litter. Bins are often overflowing. Everywhere you see piles of rotting leaves from the autumn and other uncollected debris. Standards are notably far lower than in other neighbouring boroughs. We want Barnet to be an attractive place to live, do business and visit and urge the council to reverse the decline in street cleaning across the borough.</p>	<p>To be dealt with in line with the Council's constitution:</p> <p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following this the Residents' Forum Chairman will decide to:</p> <ul style="list-style-type: none"> • Note the issue and take no action • Instruct an appropriate officer to contact the resident within 20 working days to provide an additional response • Instruct that a Ward Member is notified of the issue • Decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee.

AGENDA ITEM 1

	Issue Raised	Response
2	<p>Submitted by: Aaron Arik Lawee Ward: Garden Suburb Date: 28 Nov 2017 and 16 July 2018 Issue: Wildwood Road</p> <p>Where should I park? If I park on the road outside my home, mirror is smashed. If I park partially on the pavement, PCN received. Photos attached separately.</p> <p>Parking Issue in NW11 on Wildwood Road outside my home. With no space to park in the driveway, I park on the street.</p> <p>Cars driving past scratch my wing mirror (folded towards the car's main body as much as the manufacturer will allow) & frequently knock it off. During the night of 26 November 2017 this car's wing mirror was knocked off. I awoke on the 27th to find half of this car part 5m away from the rest of the car, on the road.</p> <p>During the night of the 27 November 2017 (before being able to be taken to the garage for repair) my car was parked with 2 wheels on the pavement (to avoid being hit). It consequently received a PCN ticket from the London Borough of Barnet. Following payment & repair, this wing mirror has been scratched further by passing cars. Photos attached.</p> <p>Space was left on the pavement for pedestrians, & removed from the road enough for the car to not be smashed again.</p> <p>On 15 Dec 2017 Barnet Councillor John Marshall visited the site with me, & suggested I come to speak with the person/people in charge of parking in my local area on 23 January. Meanwhile, I've paid both: 1) the garage to fix my wing mirror, 2) the council for the pcn, & my wing mirrors continue to be scratched & almost smashed again.</p> <p>Nb, During this process, Barnet Councillors Rohit Grover & Gabriel Rozenberg have not responded at all.</p>	<p>Parking on the footway in London is a contravention unless there are signs and road markings (bays) suggesting that motorists can park.</p> <p>In the case of Wildwood Road, no such signage/markings are in place, and therefore parking on the footway is not permitted. There are no plans to introduce formalised footway parking measures in the road.</p> <p>Since the original issue was raised, Officers have also commissioned speed surveys on Wildwood Road, but the results of this suggested that speeding is not a major issue in the road.</p> <p>Officers did identify that the upgrade of a single yellow line to a double yellow line opposite the location where the vehicle is usually parked may be beneficial. Considering the many yellow line requests that are received, this will be subject to a detailed assessment and prioritisation process later in the year to establish whether this particular request is progressed.</p>

	Issue Raised	Response
3	<p>From: Mr Gary Shaw on behalf of Hampstead and Garden Suburb Residents Association – Roads and Traffic Committee</p> <p>Received: 15 June 2018</p> <p>Issue: Volume and speed of traffic on Addison Way</p> <p>Residents in the vicinity of Addison Way NW11 are concerned about the volume and speed of traffic using that road as a link between the A1 at Falloden Way and Finchley Road. Residents have suggested a number of possible measures which might ease the pressure. We are anxious though that any scheme installed at Addison Way should not displace the problem to other roads in the area.</p> <p><i>What action would you like the Council to take?</i></p> <p>To replace damaged width restrictors at eastern end of Addison Way with ones of more robust design. To consider also whether priority should be given to eastbound traffic at the width restrictor (or at other points along the road) so as to discourage the use of Addison Way as a relief route.</p>	<p>Councillors and officers from Re met Mr Shaw and members of the resident’s association earlier in the year and discussed the type of proposal suggested (i.e. a re-designed width restriction coupled with a priority give-way arrangement).</p> <p>Concerns were expressed on site about whether this might result in increased queueing, with vehicles tailing back onto Addison Way. Historic traffic surveys for Addison Way are too old to give a reliable indication of whether this might be an issue.</p> <p>If the forum feels this proposal should be explored further then a request to the Area Committee might be made to fund surveys and a study into what alternative designs would be feasible and the traffic management implications of these.</p>
4	<p>Petitioner : Ms Katie Law</p> <p>Signatures: 53</p> <p>Received: 18 July 2018</p> <p>Petition strongly objecting to Barnet’s proposed CPZ and bus stop changes on Lichfield Rd, N1</p> <p>Please find attached a petition strongly opposed to your proposed parking and bus stop changes in Lichfield Road, NW2. It makes no comment on the proposed changes in Westcroft Estate itself.</p>	<p>To be dealt with in line with the Council’s constitution:</p> <p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following this the Residents’ Forum Chairman will decide to:</p> <ul style="list-style-type: none"> • Note the issue and take no action • Instruct an appropriate officer to contact the resident within 20 working days to provide an additional response

Issue Raised	Response
<p>Whilst you have included Lichfield Road in your “Westcroft Estate” controlled parking zone proposal, you have failed to understand the needs of residents of Lichfield Road and that these differ from those in the Westcroft Estate.</p> <p>The petition has been signed by 53 Lichfield Road residents – all bar one, reside in the Victorian terrace houses which make up the north half of Lichfield Road – by far the most densely populated half of the road.</p> <p>Given the limited time I had available and that for the third time Barnet’s Traffic & Development Section have chosen to conduct a consultation in July – when many people are away or out enjoying the sun, this shows that residents of the Victorian terrace houses are strongly opposed to your proposed changes. Changes which ignore the fact that Lichfield Road is a residential road, and prioritises the needs of through traffic and “traffic flow” over the needs of Lichfield Road residents. This proposal would make a bad situation far worse:</p> <ul style="list-style-type: none"> • it encourages more through traffic to use Lichfield Road as a rat run (including 50+ HGVs a day such Donoghue skip vehicles and Camden refuse/recycling vehicles); • it massively reduces the amount of roadside parking available for residents – there is already a serious shortage of roadside parking, and locates these reduced parking space away from where they are needed in front of the Victorian terraces; • it places a bus stop mid-terrace where it would have a detriment impact to the most number of households. <p>I have also tried to encourage people to individually respond to this proposal (SCR229), to give you their views in more detail. However, I am aware many are very busy, packing for their holidays, or have limited grasp of English, especially written. I will also be submitting a more detailed response shortly, although it is apparent that you have not take a blind bit of notice of the detailed responses I have submitted on two previous occasions.</p>	<ul style="list-style-type: none"> • Instruct that a Ward Member is notified of the issue • Decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee.

	Issue Raised	Response
5	<p>From: Mr David Attfield Submitted: 30 July 2018 Issue: Summerlee Ave resurfacing</p> <p>Summerlee Avenue has just been resurfaced using micro asphaltting. The work seems to have been done to a shockingly poor standard. Here are the comments on the East Finchley community Facebook page:</p> <ul style="list-style-type: none"> • Uneasy about the lack of comment on quality of resurfacing of Summerlee Avenue. Perhaps it's good and I'm the curmudgeon.... Or is it? • It looks bad to me. • It seems a mess and all the debris sticks to your tyres. I assumed it would sort itself out over time? • Looks shoddy to me, particularly near the Cherry Tree Wood entrance. The work was hardly necessary. • It's awful. Very messy, uneven, badly painted lines. Some manhole covers lower than road level, some not. • Well you did much better the Baronsmere road, where they didn't even use tarmac! • It's clearly awful. Make lots of complaints, and fast, before resignation/weariness sets in. • Do it. They did a lousy job on Kitchener Road last year, and they were forced to redo it. It's still terrible, but now very slightly less terrible. Arjun, can you help? • They did the same on Abbots Gardens a couple of years ago. Only lasted a year and then had to redo it again properly. So cost the council more in the long run. 	<p>Officers identified that remedial works were required after surfacing took place in Summerlee Avenue, a request was made for the Contractor to attend, they completed the repairs over two visits. Officers have now instructed the lining crew to attend Summerlee Avenue to reinstate the lines.</p> <p>The Contractor is also programming a sweep of the road, residents will receive a letter notifying them to move vehicles to allow the work to take place, this should take place in the next two weeks.</p>

	Issue Raised	Response
	<p><i>What action are you asking the Council to take?</i></p> <p>Order your contractors to take remedial action to ensure the road surface is left finished in a satisfactory way.</p>	
6	<p>From: Mr David Attfield Submitted: 30 July 2018 Issue: Lack of car club provision</p> <p>I am at a loss to understand why the Council has not supported the operation of car sharing clubs such as Zipcar. Zipcar has made it clear to me that they would like to operate in the East Finchley area of Barnet (and other areas no doubt) but they have been rebuffed by the council. I therefore need to go to Highgate, Muswell Hill or Archway to use a Zipcar. I am sure there are many residents like me who only have occasional need for a car and do not therefore want the cost and inconvenience of having my own car. The council did recently consult on this issue the feedback was strongly supportive of the introduction of such schemes yet I see no signs of this being acted upon.</p> <p>I want the council to work with Zipcar and other reputable car clubs in order to support their operation in East Finchley without delay,</p>	<p>The Council has and is currently supporting the rollout of car sharing clubs in the borough, to the extent that the operators will soon be able to offer their services in Barnet.</p> <p>The Council has made detailed arrangements to facilitate this and Barnet is now waiting on the operators to finalise a rollout date. It is anticipated that the first operator will be live before the end of the year and that they will be followed by other operators in the middle of 2019. There have been consultations taking place to hear residents' views on this.</p> <p>Barnet has engaged with Zip Car and has been in detailed discussions with them, amongst other operators.</p> <p>We are encouraged by your interest in Car Clubs and look forward to providing more details about our imminent provision in due course.</p>
7	<p>From: Mr Peter Hale Received: 16 August 2018 Issue: Defective road surface East End Road at the approach to traffic signals at High Road N2</p> <p>I have reported this badly defective, deformed road surface on a number of occasions beginning in February 2017.</p>	<p>Officers have carried out a site inspection and are currently in discussion with the Councils Contractor to complete proactive patching at this location. The date of planned works will be confirmed directly to Mr Hale.</p>

	Issue Raised	Response
	<p>A few months later due to no action my follow up report initiated the reply from Highways stating that they would be carrying out the repairs shortly. I have always pointed out that these defects are dangerous for cyclists but this has not been taken into consideration.</p> <p>Please confirm that this repair will be carried out as a matter of urgency.</p>	
8	<p>From: Mr Peter Hale Received: 16 August 2018 Issue: Countdown system at traffic signals High Road / East End Road / Fortis Green N2</p> <p>I would like to ask the council to consult with Transport for London in order to implement a countdown system for pedestrians at this road junction. The present timing of the signals appears adequate but the countdown will give added reassurance to pedestrians at this busy junction.</p>	<p>In previous years TfL have generally added pedestrian countdown to signals, where it was considered appropriate, through their signals modernisation programme. However, TfL currently has no Modernisation budget, for at least the next 2 years.</p> <p>The borough has carried out initial work for a proposal to introduce a right turn filter light for traffic turning right into Fortis Green, to install pedestrian countdown and make other minor changes.</p> <p>Unfortunately, that proposal is on hold as it did not score highly enough to be included in this year's LIP (Local Implementation Plan) funded work programme. As the junction is on the Strategic Road Network (SRN) the proposal must be modelled and go through the TfL Modelling Audit Process (MAP), and this can be costly and time consuming.</p> <p>Enquiries are in progress to establish whether this would still be necessary if pedestrian countdown were installed on its own, and what the order of cost would be (which may depend on whether new ducting has to be provided).</p>

	Issue Raised	Response
9	<p>From: Mr Peter Hale Received: 16 August 2018 Issue: 20mph zone Hampstead Garden Suburb</p> <p>I have noticed many issues on the agenda of previous F&GG Forum meetings regarding problems with speeding traffic on certain roads in the Hampstead Garden Suburb area.</p> <p>The Suburb lends itself perfectly for the creation of a complete 20mph zone. Most roads are minor, narrow and with light local traffic but certain roads may require calming measures to help promote appropriate speed and consequently reinforce the pleasant calm nature of the suburb.</p> <p>There will undoubtedly be many residents welcoming this but there will be some resistance so I am suggesting that due to the length of the process proposals and consultation should start now so that the zone can be implemented in due course.</p>	<p>Parts of Hampstead Garden Suburb are already within a 20mph area and Barnet's policy on 20mph restrictions focuses on introducing these around schools where requested by the school, generally through the school travel planning process as this forms part of the prioritising the request.</p> <p>As identified in the enquiry some roads in the area would be unsuitable for introduction of a zone without provision of traffic calming measures, which may be costly and unpopular. The use of vertical traffic calming measures (such as road humps) is not supported in Barnet except in exceptional circumstances and then only with committee approval.</p> <p>A proposal for a short length of 20mph speed limit on Finchley Road is being considered currently to support school travel plan work.</p>
10	<p>From: Mr Peter Hale Received: 20 August 2018 Issue: 20mph zone East Finchley High Road</p> <p>I would like the council to consider providing a safer and improved environment for all users of the East Finchley High Street which will also assist the promotion of shops and businesses.</p> <p>The south of the zone should start at the borough boundary and end at the north in</p>	<p>Barnet's policy on 20mph restrictions focuses on introducing these around schools where requested by the school. Provision of a 20mph zone for East Finchley High Road could help address road safety issues and potentially improved provision for cyclists in the future, but such a zone is likely to require widespread changes to the road environment to be effective, and at present there are no specific plans to develop such a scheme.</p>

	Issue Raised	Response
	<p>the vicinity of Chandos Road N2. The zone should incorporate all side roads connecting to the High Road within this area.</p>	<p>A number of main town centres in the borough have, or are developing, town centre strategies to support future development and/or economic activity, and some of these provide a vision for future transport and road improvements, developed in conjunction with residents and businesses.</p> <p>However, these main centres can expect a higher level of council support than district centres such as East Finchley. More information on support for town centres (of all sizes) and businesses, including information about setting up a Town Team (an independent group of local residents, business people and community representatives who come together to make their area a better place to live and work) can be found here. https://www.barnet.gov.uk/citizen-home/housing-and-community/town-teams.html</p> <p>Community members across all town centres are also being encouraged to develop crowdfunding proposals to raise funds and awareness for improving their high streets. Through the council's crowdfunding platform - https://www.spacehive.com/movement/barnet-together/ - they can receive contributions of up to £5,000 from the council as well as from other funders.</p>

	Issue Raised	Response
11	<p>From: Mr Peter Hale Submitted: 20 August 2018 Issue: Pavement obstruction by private cars</p> <p>With householders parking in front gardens there is an increase in obstruction of pavements. Cars often do not fit within the curtilage. When vehicles project even by a small amount this reduces the level area of paving between the projecting vehicle and the crossover ramp, no obstruction should be acceptable.</p> <p>Please could a feature be put into the Barnet First magazine to inform householders of their responsibilities including reminding residents that it is illegal to park on the pavement.</p> <p>What other measures will the council carry out to prevent pavement obstruction?</p>	<p>A draft policy is an agenda item at the 13 September 2018 Environment Committee.</p> <p>Current information relating to vehicle crossovers can be found here https://www.barnet.gov.uk/citizen-home/parking-roads-and-pavements/Roads-and-Pavements/dropped-kerb-vehicle-crossover.html</p>
12	<p>From: Mr Peter Hale Submitted: 20 August 2018 Issue: Pavement obstruction by 'wheelie' bins</p> <p>Refuse bins are increasingly causing obstruction of local pavements. A number of factors contribute to this problem :-</p> <ul style="list-style-type: none"> • Bins permanently left on the pavement, especially evident where properties have turned front gardens into vehicle parking. • Failure by householders to put bins back into curtilage of premises. • Bins left haphazardly on pavement by waste collection operatives. <p>What measures will the council carry out to prevent pavement obstruction? Should a feature be put into the Barnet First magazine to remind householders of</p>	<p>All residents should ensure that their bins are brought back onto their property as soon as practicable after collection, and ideally by the evening after they have been collected. We will consider a future article in Barnet First regarding reminding residents about bringing their bins back onto their own property.</p> <p>If you have areas of concern about how the bins are returned by the collection crews this can be report on the council's website. Please be insure to include the location and colour of the bin, to enable the crew to be identified, talked with and further monitored.</p>

	Issue Raised	Response
	their responsibilities and a leaflet with the same information left on each refuse bin.	The Council is rolling out “Time banded” waste collections in town centre over the next 18 months. This will restrict the times which waste can be put out, by householders and business, and will also restructure wheeled bins being place out in the town centres. The first location in Mill Hill has now been implemented and an update will be published in the Autumn Barnet First
13	<p>From: Mr Peter Hale Submitted: 20 August 2018 Issue: Waste collection, High Road East Finchley</p> <p>Over recent months there has been an increase in plastic bags of rubbish left outside businesses and shops in the East Finchley High Road. When these bags are left on the street overnight they are often ripped open by animals spreading rubbish over the pavement and road. Waste collection needs to be organised with the refuse department and businesses so that no bags remain overnight.</p>	<p>There has always been a higher number of bags left out in this area due to residential premises above the shops. Many properties above the shop cannot have wheeled bins due to their location. These bags are picked up daily by town centre crews.</p> <p>There have also been some businesses which have be found not to have a commercial waste agreement in place. All business by law must have a commercial waste contactor (or pay the council to remove their waste. These have been identified, visited and put have now taken out a commercial waste agreement, with the council. . We will continue to monitor the situation.</p> <p>The Council is rolling out “Time banded” waste collections in town centre over the next 18 months. This will restrict the times which waste can be put out, by householders and business. The first location in Mill Hill has now been implemented and an update will be published in the Autumn Barnet First</p>
14	<p>From: Ms Mary O’Connor Submitted: 28 August 2018</p>	

Issue Raised	Response
<p>Issue: The Tree Protection Order List</p> <p>The Tree Protection Order list of trees with TPO's is not able to be ordered in useful ways. Please can it be updated to be able to be searched by full postcode, tree height, tree age, tree species, It is a very important document for the borough but in the condition it is in now is not fit for purpose.</p>	<p>There is a statutory requirement that the Local Planning Authority (LPA) maintains copies of its Tree Preservation Orders and that the Orders can be made available on request for public inspection at the LPA's offices. The "Tree Protection Order list of trees with TPOs" comprises a list of the Orders (including their internal reference numbers) which facilitates the making available of copy Orders on request.</p> <p>The "Tree Protection Order list of trees with TPOs" can be downloaded from the Open Barnet Portal (https://open.barnet.gov.uk/dataset/tree-preservation-orders-within-the-london-borough-of-barnet). This comprises Tree Preservation Order data 'as made'; it does not reflect any subsequent changes, either to the trees themselves (of which the LPA may be unaware e.g. if treeworks were exempt – see Q19) or if development on the site is approved separately. This data is a spreadsheet showing the details cited on the Orders. The spatial information can be read using any appropriate GIS program and this would enable the user to view the location and extent of the designated trees in their current context.</p> <p>The open data list includes in excess of 700 TPOs covering several thousand trees, many of which have not been individually designated (e.g. areas or woodlands), and therefore the information simply identifies their location at the date the Order was made. Trees are living organisms and therefore data can only represent a 'snapshot in time', it would not be possible to provide data or the ability to search by tree height / age / species. The purpose of the list is to reflect 'made orders' rather than subsequent changes; and it is updated monthly to include any new TPO that has been made. Please note that it is</p>

	Issue Raised	Response
		currently possible to search the data in other ways (for example, by postcode or current address) and this is considered sufficient.
15	<p>From: Ms Mary O'Connor Submitted: 28 August 2018 Issue: Victoria Park – Cycle Confident</p> <p>Victoria Park is a no cycling park. But Barnet Council have Cycle Confident teaching cycle skills in Victoria Park. Why have you permitted Cycle Confident to book sessions, via a link from your website to their website, in Victoria Park? With "no cycling" signs in the park, should cycle confident be teaching cycling where cycling is not permitted?</p>	Victoria Park was listed in error and the Council has requested it be removed from the listed sessions and locations with immediate effect.
16	<p>From: Ms Mary O'Connor Submitted: 28 August 2018 Issue: Dollis Valley Greenwalk (DVGW) – “Shared Path”</p> <p>Recently Barnet Council has converted another section of Dollis Valley Greenwalk (DVGW) to "shared path" and installed signs permitting cycling. This section is also part of the Capital Ring. Both the Capital Ring and DVGW are long walks so pedestrian only. Why have you done this particularly as it is in an Area for Nature Conservation (SINC) with no ecological impact consideration and there are alternative cycle routes available? Where have the funds come from for these works and were any conditions attached to this funding?</p>	<p>The council has recently enhanced the stretch of Brookside Walk that runs from Finchley Road to Bell Lane. This pathway is part of the DVGW and Capital Ring.</p> <p>The Brookside Walk pathway was already designated as a shared use pathway as identified on a plan dated May 2011 a copy of which can be obtained upon request from the Greenspaces Team. The existing pathway was not set out to the correct width as set out in line with current guidance documents hence why it was widened.</p> <p>This scheme and others completed in recent years was delivered through the Local Implementation Plan funded by Transport for London. There were no conditions attached to the funding.</p>
17	<p>From: Ms Mary O'Connor Submitted: 28 August 2018 Issue: Residents Forums - Meeting information</p>	Thank you for your feedback. Yes this will be done in future. This

	Issue Raised	Response
	<p>There was an agreement at a residents forum some time ago to give the actual date that public input for committee meetings and residents' forums had to be submitted by, but this has not occurred lately. There has been much confusion for the last two residents' forum as to when issues had to be submitted by. In future, can the meetings have the specific date and time to have questions or comments in by again placed on the meeting's agenda?</p>	<p>information is also at the bottom of this document for future meeting dates.</p> <p>Currently Barnet's Constitution states that items must be submitted to the inbox on the 5th working day prior to the meeting.</p> <p>Please send to F&GG.residentsforum@barnet.gov.uk</p>
18	<p>From: Ms Emma Howard Submitted: 28 August 2018 Issue: Fly tipping in Bute Mews</p> <p>I am the Chair of the Hampstead Garden Suburb Residents Association ('RA') with over 1,600 members living locally. Our issue concerns Bute Mews, a service road to the shops on the South side of Market Place, which comprises several food shops, restaurants, a vet and other service businesses. For many years now, the RA has raised with LBB the issue of the disgraceful state of Bute Mews which are regularly subject to fly tipping. LBB regularly take action to require the landlord of these Mews to clear the fly tipped rubbish, and when no action is taken, I understand LBB itself takes action and clears the mess and recharges the landlord who pays for the clearance. However, a short time later the Mews are subject to more fly tipping and the residents and businesses are justifiably very concerned about this.</p> <p>What action are you asking the Council to take?</p> <ol style="list-style-type: none"> 1. To organise a further large-scale tidy of the fly tipping in Bute Mews; and 2. To install CCTV in Bute Mews supported by notices so that the culprits can be caught. 	<p>Bute Mews is private land and not maintainable by LBB. From time to time the managing agent will contact the council and request a private paid for clearance, which we do carry out.</p> <p>In regard to CCTV, the residents association would have to contact the managing agents as this is private land.</p>
19	<p>From: Ms Mary O'Connor Submitted: 30 August 2018</p>	

	Issue Raised	Response
	<p>Issue: Tree Protection Orders (TPOs)</p> <p>Do all applications to fell trees with Tree Protection Orders (TPOs) have to go through the planning process, with the application online in the planning portal and available for the public to comment? If not, what is available to the public? Would this be a separate application irrespective of any planning application for building on the site, or nearby to, the tree? Is it a similar situation for any tree works that requires permission? Are all applications and decisions available on the planning portal?</p>	<p>In accordance with the tree preservation legislation, in most cases formal consent from the Council (as Local Planning Authority) is necessary for works to trees included in a TPO (TPO application) and six week's written notification required for works to other trees in a Conservation Area (s211 Notice). Although there are statutory procedural differences, these treework applications / notifications (both felling and pruning) are listed on the website and available for the public to comment. In addition, there are site notices publicising TPO applications.</p> <p>However, this legislation does include some exemption provisions whereby treework can be undertaken without going through the 'normal procedures' of obtaining consent / giving notice – the most commonly encountered being the removal of dead trees / deadwood. When appropriate evidence is provided, an Exemption Notice can be issued and such treeworks are shown on the website as exempt thus not available for public comment.</p> <p>Another exemption relates to treework necessary to implement a full grant of planning permission (for example, if a protected tree is within the footprint of a consented building or treework has been agreed as part of a planning permission) – in which case, a separate TPO application / s211 Notice is not required as the implications for the protected tree(s) should already have been taken into account as part of the planning permission.</p>
20	<p>From: Ms Mary O'Connor Submitted: 30 August 2018 Issue: Tree Protection Orders (TPOs)</p>	<p>There is no statutory process for requesting that the tree(s)</p>

	Issue Raised	Response
	<p>If a member of the public knows of a tree or group of trees that they consider to be important, but they do not have a TPO, what is the process to apply for a TPO?</p>	<p>should be considered for possible inclusion in a TPO.</p> <p>The member of the public should write to / e-mail the Planning – Trees and Environment team (planningtrees@barnet.gov.uk) giving details of the species and location of the tree(s), together with information about why the tree(s) are considered important and any other relevant details. The TPO request will be checked to see whether the tree has previously been considered and, if not, the appropriateness or otherwise for an Order will be assessed.</p> <p>If the tree(s) are in a Conservation Area, as outlined in Q19, written notice of intended treework is usually required and any public comment received objecting to the proposed treework is considered as a TPO request.</p>

Contact: Tracy Scollin, Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP.

Tel: 020 8359 2315, Email: f&gg.residentsforum@barnet.gov.uk or tracy.scollin@barnet.gov.uk.

Future meeting dates:

<p>Weds 9 January 2019 Deadline for issues: Weds 2nd January</p>	<p>Henrietta Barnet School, Central Square, Hampstead Garden Suburb (to be confirmed)</p>
<p>Weds 6 March 2019 Deadline for issues: Weds 27th February</p>	<p>Location to be confirmed</p>