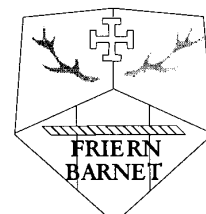


newsletter

Friern Barnet & Whetstone Residents' Association

www.fbwra.co.uk



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Pinkham Way—Open Space or Waste Factory?

If you have ever noticed the piece of woodland facing you over the bridge as you exit the Friern Bridge Retail Park, you will have been looking at the land everyone now calls Pinkham Way.

You may have heard that the Pinkham Way site is the scene of much local controversy. We asked Stephen Brice, the Chair of the Pinkham Way Alliance, to write for us explaining the current situation. We are grateful that he has done so.

In 2011 the North London Waste Authority (NLWA) disclosed its secret purchase of a large part of the 6.5 hectare Pinkham Way site lying along the North Circular's most congested section. It stunned residents by publishing plans to site a colossal waste processing plant on this Grade 1 nature conservation site (SINC).

Within 18 months, however, NLWA waste projections had proved so wayward that the plant was unnecessary, and it was left with land with no planning permission for which it had no plans, and still doesn't. The fact that it now describes Pinkham Way as 'strategic' confirms the depth of its dilemma!

Haringey has been the unlucky planning authority burdened with the job of driving the site through for eventual NLWA use.

Pinkham Way Alliance

Haringey has been faced with well-organised and extremely knowledgeable opposition from the Pinkham Way Alliance (PWA). The PWA has unrelentingly scrutinised Haringey's distortion of its own planning policies and criteria, its failure to supply councillors with even the

scantiest information on which to base objective decisions about the site, its neglect of residents' interests and disregard of increasingly inconvenient evidence.

And the costs of the thousands of planning officer hours since 2009, during which period it's cut its planning budget by some 30%? Heaven only knows.

So where are we now? For historical political reasons, Pinkham Way has an incompatible dual designation of SINC Grade 1 and employment land. How to implement the latter without destroying the former is something Haringey has never addressed.

Public examination of its Local Plan is now approaching. As far as Pinkham Way is concerned, PWA's view is that it is wholly unsound. The Council maintains that the site is suitable for employment; its own evidence says clearly that it is not.

Pinkham Way Ecology

The Council maintains that it is not Open Space; the London Plan definition of Open Space says unequivocally that it is – this is a fact and not a matter of judgment. Pinkham Way has rare habitats, provides refuge and foraging for endangered



View from Friern Bridge of the green space at Pinkham Way

species and contains some 1500 trees and well over 100 species of plant – the Council's own evidence calls it 'a rare resource for Haringey of high ecological value' – yet, perversely, the Council maintains that it is ripe for development!

On this surreal 'black is white' basis, Pinkham Way has been included for assessment in the new North London Waste Plan – for entirely political reasons. The blind determination to remove egg from the Authority's overcrowded face remains, and the residents' fight continues.

If any of you wish for further information, may I suggest that you look up the Pinkham Way Alliance on the Internet. Email me, the Chairman of FBWRA, (casalinger@aol.com) if you think that the FBWRA should invite Stephen Brice to speak to us about how we may be able to help. I am, of course, assuming that you do now wish to have ANY waste processing measures built so close to you.

Kate Salinger

Friern Barnet and Whetstone Residents' Association

- We are non-political
- We work for all residents in the area
- We discuss issues with Local Councillors and Council Officials
- Associated with the following bodies
- The Federation of Residents' Association of Barnet
- The Finchley Society
- Friends of Friary Park
- Open Spaces Society
- The Friern Barnet & District Local History Society
- Coppetts Wood Conservationists
- The London Green Belt Council

An ethos of wildlife conservation

The Association's Officer for Environment, Dr Ollie Natelson, was asked recently about the ethos of the Coppetts Wood Conservationists. Ollie replied:

- Why do we get up at 6:00 am every Sunday and go to Coppetts Wood - despite getting stung and scratched by nettles and brambles ?
- Why have we gone there, week after week for over 35 years?

What drives us to sacrifice so much of our lives to save a few plants, birds, worms, maggots, biting insects and spiders?

But when you see

- A nearby robin cocking its head to one side and watching you.
- A beetle with iridescent hues cleaning its legs, unaware of your existence.
- Bats doing fantastic acrobatics in mid-air.
- That hole in the ground you dug a year ago - now full of water and heaving with tadpoles and a teeny-tiny frog smaller than your thumbnail struggling to climb out—and succeeding.

You begin to know what it is like to work alongside the Almighty in His/Her Garden of Eden and witness miracles of life that produce such heart-bursting sensations of love for all wildlife: bats, birds, bugs, butterflies and bluebells.

Now you know that seeing the marvels of Nature are worth every minute spent on wildlife conservation at Coppetts Wood:

So what do we do at Coppetts Wood ?

We regenerate meadows, grassland and log piles to encourage insects to breed and become food for frogs, lizards, newts, field voles, birds, foxes.

We regenerate ponds to encourage frogs, newts,



water-creatures and rare bog plants to multiply.

We encourage pollinating insects to flourish and they fly to your gardens and allotments, pollinating your plants and increasing your harvest of tomatoes, beans, apples, pears, plums, cherries raspberries, strawberries, blackberries and currants.

We regenerate woodland, hedges and thickets to encourage birds to breed and feed on slugs and snails in your gardens, and the trees will reduce risks of flooding in Friern Barnet reducing your insurance premiums.

We help young people achieve Duke of Edinburgh Awards.

We give public guided tours on history, birds and bats.

We raise badly-needed funds to buy new tools.

We host an annual Spring Festival - do please come and help us financially to achieve more.

Now you know why we rise early on Sunday mornings – do join us and marvel at Nature's wonders.

Ancient Bible writings support animal welfare:
<http://www.jewfaq.org/animals.htm>

Incognito Theatre, Holly Park Road **"Bronte"** - Sunday 15th May - Saturday 21st May
 Written by Polly Teale directed by Sonja Taylor

Friern Barnet & District Local History Society -- North Middlesex Golf Club, The Manor House, Friern Barnet Lane
John Donovan Memorial Lecture "Germans who Fought with the British" by Helen Fry Wednesday 25th May 7:45 pm.

THE FINCHLEY SOCIETY, AVENUE HOUSE, 17 EAST END ROAD, N3 3QE AT 2:30 P.M.
"ASPECTS OF OLD FRIERN" BY PAULINE ASHBRIDGE THURSDAY 26TH MAY

Coppetts Wood Spring Festival Sunday 22nd May 1:00 pm to 4:00 pm
 Food Music Dancers Raffle Sunshine and You

A NEW PRIMARY SCHOOL FOR WHETSTONE



Artists impression shows the new development of the Police station uses the existing building for a significant part of its premises.

Next September will see the opening of a new primary school on the site of the former Whetstone Police Station.

The Alma Primary is currently in Moss Hall Grove, North Finchley and the new site in Whetstone will initially accommodate 120 pupils. It will nearly double in numbers over the next five years with an annual intake of about 30 pupils up to a maximum of 210. It is mainly a Jewish school but accepts children of other faiths.

Planning permission has now been granted, and the structure of the old building will be mainly retained, except that the former cell block will be demolished and a new school hall together with a kitchen and servery will be built in its place. The existing front entrance is being removed and pedestrian access will be at the rear where a security officer will be housed.

Arrivals and Departures

There will be a new delivery area along the front of the building with access to the bin area. Deliveries will be restricted

to between 9am and 2pm.

There has been an extensive consultation on travel arrangements to and from school. It is unlikely that young children will cycle to school, although there will be a few bays at the rear for staff cycles.

Whilst the opening of a new school in this area is welcomed, the majority of children will come by car which is causing some local concern. This is already a busy junction in the rush hour and due to the width of Friern Barnet Lane at this point there is insufficient space for stopping outside where the current parking restrictions are 7am to 7pm.

The school is aware of these issues and has therefore devised a scheme whereby parents will drive into the school playground (the former police yard) through the existing entrance (which will be wide enough for two vehicles) to drop off or pick up their children, perform a loop and drive out again.

They will be allocated time slots at

collection times and the security officer will supervise the speedy arrival and departure of cars. Barnet Council have no plans to install traffic lights at the junction with the High Road.

Parking

There will be no on-site parking for cars. As far as we aware, parents will be encouraged to turn left out of the school entrance rather than attempt to join the queuing traffic at the junction. It is anticipated that about 60 cars will arrive at the school between 7.30 and 9am. Once it is fully staffed up to 12 members of staff will need to park in neighbouring streets which are already close to capacity.

This should be seen in the light of the extra traffic and need for parking in view of about 1000 new homes being built or planned between the old Furnitureland site and Northway House. This is in addition to the redevelopment of Sweets Way. You can see the Alma School plans on the Barnet Council website, ref: 15/01113/FUL.

Membership Report

Following the distribution of the previous edition of the Newsletter membership, renewals have been coming in at a satisfactory pace and by Easter our Acting Membership Secretary, David Thompson, had received nearly 200 subscriptions.

This represents 70% of the number re-

ceived in the full year for 2014-15, and is encouraging, although we clearly still have some way to go.

If you have not yet renewed (or would like to join) the subscription is £5 per household (although many members also give an additional donation!). Please send a cheque drawn in favour of "FBWRA"

together with your name(s) and address (and also your email address if you have one) to:

David Thompson, FBWRA, 14 Bethune Avenue, Friern Barnet, London N11 3LE.

Please note that we do not issue receipts due to the cost of the postage!

Association objects to North London Business Park Proposals

The Association has lodged an objection with Barnet Council in relation to a planning application submitted on behalf of Comer Homes Group for the massive redevelopment of the North London Business Park (NLBP) in Brunswick Park Road.

Ours is not the only objection to the application- there are well over 100 public comments lodged on the Council website and almost 90% of them are objections.

Details of the application can be found in the "View and comment on planning applications" section of the council website (barnet.gov.uk). The Planning Application Reference is 15/07932/OUT

The application is a "hybrid application" for a primarily residential mixed use development. It comprises an application for "full planning permission" for a detailed scheme for one phase of a comprehensive redevelopment together with an application for an outline ("in principle") permission for later phases.

Eight storeys

The detailed element of the application comprises 376 residential units in five blocks reaching **eight** storeys. (Over 80% of these units would be 1- and 2-bedroom flats, rather than family homes); the provision of a 5 form entry secondary school together with a gymnasium; a multi-use sports pitch and associated changing facilities. These would replace the buildings on the site currently occupied by the St Andrew the Apostle Greek Orthodox school. The School would be expanded to 5 form entry. There would be improvements to open space and transport infrastructure, including some to the access from Brunswick Park Road.

Eleven storeys

The outline element comprises up to 824 additional residential units in buildings ranging from two to **eleven** storeys (92% of these units would be 1- and 2- bedroomed, only 8% would be 3-bedroomed), up to 5,177 sq. m. of non-residential floor space and 2.9 hectares of open space.



Much of the open space of NLBP will be lost in the proposed development

Additionally there would be transport infrastructure and junction work, landscaping and car parking.

Parking

The developer proposes to provide 588 car parking spaces for residents of the 376 units in the first phase and "at least" 1367 spaces for the residents of the 624 units in the later phases, plus visitor parking and parking for the school.

In practice, residents can be expected to have more cars than the number of spaces provided. Where will they park? (Barnet's planning policies seem to be intended to encourage under-provision in an attempt to discourage ownership of cars!)

The Association's objection

The Association has objected to the proposals on four specific grounds.

1. The proposed residential units comprise too many 1- and 2- bedroomed flats and too few family houses, having regard to Barnet's policy that priority should be given to 3- and 4-bedroomed units.
2. The proposed tall residential blocks fail to preserve or enhance local character and are out of keeping with surrounding buildings, spaces and streets—contrary to

the requirements of the Council's planning policies, and as regards the tallest of the residential blocks, the provisions of the Council's planning policies which restrict the construction of tall buildings.

3. Whilst proposed on-site parking may be compliant with planning policies, those policies do not adequately reflect the actual levels of car ownership associated with the occupation of particular housing types. Whilst this may be acceptable for a small scale development of a few units, this does not apply for a large scheme such as this. Consequently, if implemented the scheme would create unacceptable levels of parking congestion both within the scheme boundaries and also in the surrounding locality.

4. The proposal does not make any provision for schooling of children of primary school age, who may be expected to live on the development, yet local primary schools are commonly oversubscribed .

Other objections that have been lodged raise concerns about the level of traffic that the high- density scheme would generate; the inability of local public transport facilities to cope with increased demand; and, the additional pressure on local doctors' surgeries and other healthcare facilities.