

# newsletter

**Friern Barnet & Whetstone Residents' Association**



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## The end of "Park and Ride" In Barnet as car parks at our underground stations are sold off to property developers

Recent months have seen the announcement of a string of plans by Transport for London to build housing on Underground station car parks in London, including, in our area, at Cockfosters and Arnos Grove (Piccadilly Line) and High Barnet and Finchley Central (Northern Line). The plans are not to build housing on concrete rafts above the car parks, with parking for Underground "customers" retained beneath, but to build directly on the car parks, which will in practice largely cease to exist.

Of course such an approach is cheaper in terms of construction costs, and thus more profitable for TfL and its property developer partners (Grainger at Cockfosters and Arnos Grove, Taylor Wimpey at High Barnet and Finchley Central), but for many it will mean longer and more difficult commuting or the loss of the ability to park at a station and make a trip to central London for the theatre, shops, museums or any of the host of facilities to be found there.

There is little evidence of popular support for the plans, which will make life more difficult for those ordinary people whose homes are not well placed in terms of bus routes leading directly to a station. With suburban underground stations serving a wide area, many residents need their cars to get there, unlike in inner London where more people live within walking distance of the tube and the bus network is denser.

Behind the plans lies TfL's funding crisis and the Mayor of London, Sadiq Khan's pledge to build 116,000 affordable homes in the capital by 2022. The Mayoral Elections are in May 2020 and so far the Mayor has seemingly made only limited progress towards his target. Fewer than 5,000 affordable homes have been started in London in the six months to September (City Hall figures).



*The development at Finsbury Park shows how the massive tower blocks loom over the residents and the properties*

Construction began on 2,202 homes between July and September — a slowdown on the 2,672 started between April and June. The six-month total of 4,874 means that at least 12,126 will have to be started by the end of March if the Mayor is to hit his 17,000 minimum target for 2019/20 (Source: London Evening Standard 15 November 2019).

The plans for Cockfosters are for 400 "Build to Rent" homes, and a further 150 for Arnos Grove. There would only be disabled parking at the stations.

At High Barnet TfL's initial plans were for up to 450 units in 8 blocks of 10 -12 stories height. Following a consultation

**Friern Barnet and Whetstone Residents' Association**

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| <ul style="list-style-type: none"> <li>• We are non-political</li> <li>• We work for all residents in the area</li> <li>• We discuss issues with Local Councillors and Council Officials</li> <li>• Associated with the following bodies</li> </ul> | <ul style="list-style-type: none"> <li>• The Federation of Residents' Associations of Barnet</li> <li>• The Finchley Society</li> <li>• Friends of Friary Park</li> <li>• Open Spaces Society</li> </ul> | <ul style="list-style-type: none"> <li>• The Friern Barnet &amp; District Local History Society</li> <li>• Coppetts Wood Conservationists</li> <li>• The London Green Belt Council</li> <li>• Love Whetstone</li> </ul> |
|---|--|---|

## .... End of park and ride (continued)

... these plans have now been scaled back, and the latest (November 2019) plans propose construction of up to 300 new homes, instead of up to 450 as previously proposed. There would be 6 blocks of flats instead of 8, and their height would be reduced to 6-7 storeys. The existing 159 car parking spaces would be reduced to 32. This would comprise 5 drop-off spaces and 27 spaces for long term parking of which 6 would be for blue badge users. To prevent commuters parking in streets near the station, TFL is to consult Barnet Council on the introduction of CPZ controls to local roads.

As for Finchley Central, although there has been a consultation, no new proposals had been announced as at the beginning of December. The current plans are for a total of 668 dwellings, with only a small number of residential parking spaces. The tallest part will be 27

storey's tall, in what some have dubbed the "Sadiq Khan Memorial Tower". Would it be cynical to speculate that these proposals, which would be a serious over-development of the site, are merely intended to soften up local opinion, so that when scaled-back proposals are unveiled they are greeted with sighs of relief! FBWRA will be reviewing firm proposals as and when they are submitted to the Council as part of a planning application, but for the moment we are just keeping a "weather eye" on events.

What seems to be missing from the various web-sites and consultations is any discussion by TfL and the developers as to where cars displaced from the car parks will go and where the occupiers of the new homes will park their own vehicles. Our roads are already full.

Dave Thompson

## Proposed Colney Hatch Lane Development

### Plan to turn former car show room into housing and another supermarket

Yet another dense development of flats in our area has been proposed, this time on Colney Hatch Lane, on the former Desira car showroom site.

Do you have an opinion on how many more homes, with their cars and their call on infrastructure, we can absorb?

Barnet Council has been given annual targets for housing provision. The current target is 2,300 homes per year (the Mayor of London has proposed raising this to 4,000) and the Council gets increased funding if it meets the target.

The target is set in terms of "units", which means that a one-bedroom flat counts the same as a four-bedroom house – so the system incentivises flats over houses and small flats over larger ones.

This suits developers since houses, being more expensive to build, are harder to sell than flats. It must also suit the immediate need of first-time buyers among the ranks of lower-paid service providers whom we all rely on.

Yet still the need for affordable, as against "affordable", housing is being ignored, as tall block after tall block rises, commercial buildings are converted, parking clogs the roads, traffic crawls and poisons the air, GP surgeries are short of doctors and can't cope – and daily we pass homeless beggars on the High Street and look away and feel mean.

The new plan for Barnet will be the guest speaker's topic at our next FBWRA Members' Meeting, on Thursday 27 February.

As to the Colney Hatch Lane proposal, developers Montraux have purchased the 231 site of the former car showroom and garage immediately below the ambulance station and



Finchley Coaches parking area.

They have not yet put in a planning application but in late November ran a drop-in exhibition of their intentions to test local reaction. Their intention is to build 203 flats in five- to seven-storey blocks along the pavement and then round a hollow square, this to provide parking for the flats and also – to our considerable surprise - for a supermarket on the site. A stone's throw from Tesco!

Strong opinions were expressed on many aspects at the drop-ins, as you can imagine – light damage to Coppetts Nature Reserve, impact on the character of the road, density and appearance, yet more traffic, and so on. One hopes that these will have influenced the expected planning application, about which we may come back to you later.

Yvonne Ruge



## Tesco revised road layout - will it work?

It has taken some time but Tesco is slowly progressing with its plan to have a road exit on to Colney Hatch Lane



The opening of the exit from Tesco's car park on to Colney Hatch Lane, will be welcomed by many local residents. The regular Saturday afternoon traffic gridlock around the Tesco store is deployed by those who get stuck. At least one poor soul spent three hours recently getting from the car park to home.

It benefits no one to spend hours in their car pumping out petrol or diesel fumes, trying to execute the simple task of doing their necessary weekly shopping. It isn't as though shoppers deliberately leave home to spend hours in the car park. The problem comes about that once they have parked and done their shop, things change and getting out of the car park becomes a slow, tedious job.

However, despite the advantages that will come about from enhancing access, there are some possible disadvantages. Possibly, the most significant would be that the "new exit" is used as a "rat run".

Traffic coming off the North Circular Road (NCR) and along the Tesco slip road could avoid the lights at the junction with Colney Hatch Lane, fly through the Tesco car park and out onto Colney Hatch Lane.

Also, residents of Firs Avenue are concerned that the mini-roundabout at the intersection of their road and Colney Hatch Lane would be used as a means of avoiding the congestion on the Tesco slip Road for traffic heading to Muswell Hill.

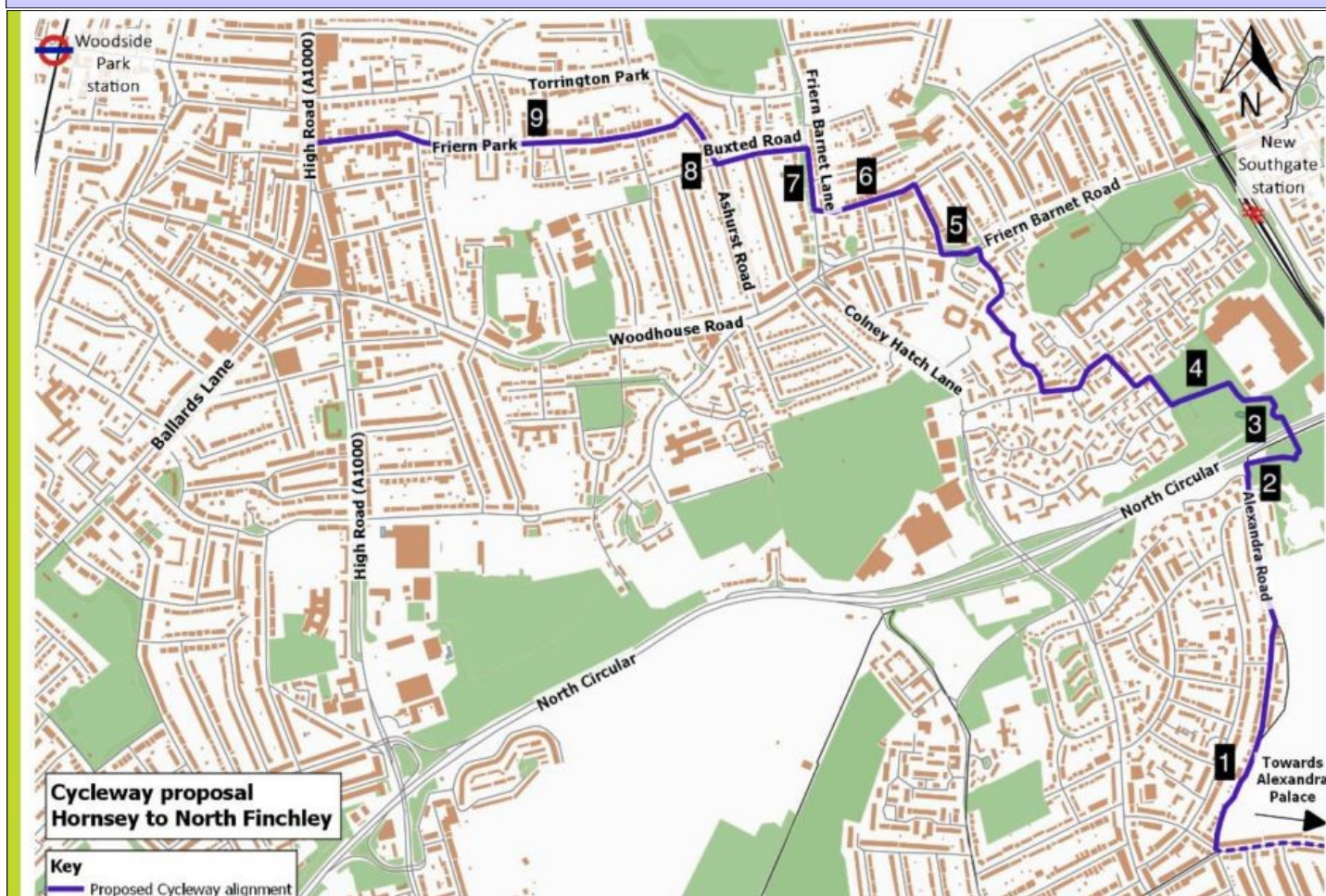
Some local residents concerned about the quality of the environment have argued that we should shop at local stores and, so, give greater support to the local economy. This may be a powerful argument but the superstores offer a greater range of goods and on the whole are cheaper.

It is not clear if Tesco intend to implement any control system to prevent drivers using their car park as means of avoiding their car park as a means of avoiding the traffic lights at the top of the slip road and Colney Hatch Lane.

Without some kind of control system, the Tesco car park will become an unsuitable cut through. So, although it may not be in Tesco's current plans, it is inevitable that there will be eventually traffic lights controlling access to and from Tesco on Colney Hatch Lane. Such a traffic control system has been in operation to control access to the Winchmore Hill Sainsbury's for many years.



## Barnet Cycleway - Consultation report shows Council scheme is massively unpopular



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|---|--|
| 1. Forest Walk  | 6. Connection between Goldsmiths Rd and Friern Barnet Lane |
| 2. Connection between Alexandra Rd and Orion Rd - towards Pegasus Way         | 7. Friern Barnet Lane between Goldsmiths Rd and Buxted Rd  |
| 3. Connection between Orion Rd and Secret Park near Friern Barnet Retail Park | 8. Junction at Buxted Rd and Ashurst Rd                    |
| 4. Secret Park  | 9. Friern Park   |
| 5. Connection between Matlock Gdns and Ramsden Road                           |  |

A report on the results of Barnet Council's public consultation on the proposed Hornsey to North Finchley "Barnet Cycleway" (reported on in previous editions of this Newsletter) shows the Council scheme is massively unpopular with those, mostly local residents, who responded to the consultation.

Only 37.6% of those responding agreed/ strongly agreed with the proposals for the Cycleway overall while 56.4% disagreed/ strongly disagreed.

The consultation split the proposed Cycleway route into 9 sections. Whilst the 5 eastern sections, from Forest Walk N10 ( near Muswell Hill Golf Club) to Ramsden Road, N11 enjoyed support from the majority of those responding and one section (Goldsmith Road to Friern Barnet Lane) showed opinion broadly evenly split (49.1% in favour and 45.6% against), the position for 3 sections - Friern Barnet Lane, the Buxted Road/Ashurst Road junction ( where the proposal is to replace the existing mini-

roundabout with a diagonal filter, so north-bound traffic on Ashurst Road would no longer be able to turn right into Buxted Road, leading to Friern Barnet Lane and vice versa) and Friern Park was very different – the proposals for these were massively unpopular.

Only 38.7% of those responding agreed /strongly agreed with the proposals for Friern Barnet Lane while 56.5% disagreed/ strongly disagreed. Opposition to the plans for the Buxted Road/ Ashurst Road junction was even stronger - 38.7% of those responding agreed /strongly agreed with the proposal but 73.1% disagreed/ strongly disagreed. The proposal to continue the Cycleway along Friern Park is also unpopular, supported by only 29.1% of those responding, with 61.4 % against.

A closer look at the figures for the 3 most unpopular proposals shows opposition is stronger amongst “





locals" (which the report identifies as being those living in the "box" bounded by Woodhouse Road, Friern Barnet Lane, Torrington Park and the High Road) than those living elsewhere. For example, 85% of "locals" responding were against the plans for the Buxted/ Ashurst Road junction (15% supported them) whilst 40% of non- locals responding were against the plans and 56% in favour. However when considering these figures it is important to note that the number of "non-locals" responding was much smaller than the number of "locals" - the "actual numbers" show almost 4 times as many people against the proposals as in favour.

So, the report on the consultation, produced by the Council's own advisers, shows the plans are massively unpopular both overall and in detail – yet Council officers seem intent on pushing ahead – in the interval between the General Election and Christmas the Council sent a letter to residents in the consultation area advising that there is to be a detailed analysis of the responses which together with any modifications to the proposals to address "some" of the concerns raised will be put to the Council's Chipping Barnet and Finchley & Golders Green Area Committees for approval in early 2020. Despite major objections the Council officers' revised proposals will include recommending proceeding with a "6-month trial" of the controversial Ashurst/Buxted filter.

The report discloses that both Barnet Cycling Campaign and London Cycling Campaign were critical of the plans for the junction at Buxted Road and Ashurst Road, one of them suggesting the plans might actually worsen the situation! London Cycling

Campaign wrote that the indirect nature of the wider route, with many turns and isolated sections, meant that the Cycleway would be "unlikely to enable far more people to cycle in, to or through the area" – in other words, the scheme is likely to be a failure and a waste of money!

As we understand it, Council officers are not proposing to inform residents of the revisions to the plans that they will be putting to Councillors to approve, and the first opportunity residents may have to learn of the revisions may be when the Agendas and supporting documents for the Council Committee Meetings are published on the Council "democracy" website [www.barnet.moderngov.uk](http://www.barnet.moderngov.uk) (note this is not the "regular" Council website ( [www.barnet.gov.uk](http://www.barnet.gov.uk) ). Typically, Agendas and documents are posted just a few days before the relevant Committee meeting, giving no real opportunity for ordinary people to study and discuss proposals or to make representations to Councillors. That's democracy in Barnet.

Cllr Wendy Prentice ([cllr.w.prentice@barnet.gov.uk](mailto:cllr.w.prentice@barnet.gov.uk)) is Chairman of the Council's Chipping Barnet Area Committee and Cllr Jennifer Grocock ([Cllr.J.Grocock@Barnet.gov.uk](mailto:Cllr.J.Grocock@Barnet.gov.uk)) is Chairman of the Finchley & Golders Green Area Committee. FBWRA has asked both of them to give careful consideration to postponing any decision on the revised Cycleway proposals until local people have been able to consider and make representations about them.

You can see the full report (at a third Council website!) [www.engage.barnet.gov.uk/Cycleway](http://www.engage.barnet.gov.uk/Cycleway)



## Friary Park News

Now that the rather drab weather is with us it is perhaps time to look back over the past few months. Many park users have remarked on the loss of a number of trees in Friary Park. The Council hold regular tree inspections and found that several were suffering from disease and decay. They have however, planted over 25 new trees, the most noticeable ones being beside the path bordering Friern Barnet Lane.

Friary Park has a wide variety of trees, as those who have joined Sandra Lea's guided tree walks have discovered. Many are quite rare and in the autumn the Friends and the Council got together to identify and undertake the labelling of a number of trees such as the magnificent redwood which stands on the hill below the tennis court.

We, the Friends Group constantly monitor the Park and are quick to tell the Council of any issues arising which need their attention, for example incidents of graffiti or damage. Concern has been expressed at the muddy ruts caused by contractors' vehicles. It is ironic that those who are responsible for looking after the Park cause such unnecessary damage. The Group have planted over 200 daffodil bulbs to add to those planted last year (see photos), which will hopefully enhance the main drive in the spring.

We have also hosted visits by GoodGym. They are a group of young runners who run from East Finchley to a location, perform a task and run back. We have benefitted from them in Friary Park several times last year when they collected litter and gathered fallen leaves (see photo).

Parents are also concerned about the loss of the climbing frame in the play park. Again this was due to deterioration but the Council hope to raise funding for a replacement.

The lower part of the Park near the footbridge is prone to flooding making it difficult to pass. Whilst some of this is due to leaves blocking the grill where the stream runs under the road, much of the water runs down the hill after heavy rain. The Council are looking at ways of solving this problem.

The Friends of Friary Park are always glad to hear the views of the users and are invited to email us via our



*Members of Goodgym gave their time and energy used giant combs to clear the leaves from Friary Park*

website [www.friaryparkfriends@gmail.com](mailto:www.friaryparkfriends@gmail.com)

We always welcome new friends on to our small and informal Committee. Please contact us- your input could make a difference."

As there is no play facility for children aged about 6 to 11, a survey showed that a small skatepark below the existing facility would be popular. The Council have been consulted and support the idea although it is taking time to formulate a design and find funding for the project"

Richard Testar



*Flooding in the lower part of Friary Park*

## The local Waste Authority continue threatening to build a waste disposal plant on our doorstep

Most people reading this will know that Pinkham Way is the name given to the area of derelict land on the south side of the North Circular Road, seen best from the bridge linking the Friern Bridge Retail Park and east travelling traffic on that major roadway. It is about 4 hectares in size.

Half of it is owned by the London Borough of Barnet and the rest by the North London Waste Authority (NLWA). All of it is located in the London Borough of Haringey.

The NLWA is a quango made up of the London boroughs of Enfield, Haringey, Waltham Forest, Camden, Hackney, Islington and Barnet. Its brief is to make plans and provide the necessary facilities for the collection and disposal of all waste in the 7 boroughs.

The NLWA purchased their part of the Pinkham Way site ifrom Barnet with the aim of building a massiive MBT ( mechanical biological treatment) on the site which would deal with 300,000 tonnes of rubbish each year. A vast plan was produced setting out how this would happen by the NWLA in 2011.

Immediately, local residents decided this plan was not to their advantage in any way.to fight back. Their main concerns were

- Increased pollution from an already seriously polluted thoroughfare
- Increase in childhood asthma and chest conditions from pollution
- Even more traffic congestion than is usual for the Colney Hatch Lane and Bounds Green Road crossovers with the waste disposal vehicles from 7 boroughs (dust carts) trundling up and down all day long
- Pollution possibly spreading to 11 nearby schools ( wind dependent)
- More noise from the North Circular



*Rumoured that the recycling plant at Edmonton is to be downsized, making room for housing, hence the need for additional recycling plant in Pinkham Way*

- Possibly more gridlock than we already see in our area
- 
- Noxious odours aka SMELLS spreading a fair way around the site

The concerned residents formed the Pinkham Way Alliance in an attempt to prevent these proposals being adopted.

Recently, there was an Examination in Public of the latest plan produced by the NLWA. In denial of everything that has transpired since 2011 , Pinkham Way was still included as a possible site for waste disposal.. This is in direct conflict with its current designation as. SINC( grade one) which is a Site of Importance for Nature Conservation.

The Pinkham Way Alliance , of which I am proud to be a member, put forward very strong evidence that latest plan flies in the face of all 7 boroughs policies on biodiversity and green spaces. If you are interested to learn more on this, I suggest you look up the Pinkham Way Alliance and the North London Waste Plan on the Internet.

I wait, with interest, to learn the outcome of the latest proposals. I will keep you informed.

Kate Salinger



## The new Barnet Local Plan

All members are invited to a

### Members' Meeting

St John's Church Hall (behind the church)

Friern Barnet Road N11 3 EQ

**Thursday 27th February 2020, starting at 7:30 p.m.  
(doors open at 7:15 p.m.)**

Barnet's new Local Plan proposals- we will be hearing from members of the Council's planning team about Barnet's proposals for the borough's new Local Plan and how they tie in with the London Plan and will affect you and your local area.

All planning decisions should be made in line with your Council's development plan, the most significant part of which is the Local Plan.

Local Plans set out the long term development strategy of an area.

This includes deciding where new development should be concentrated. Local Plans identify: where, and how many, new homes should be built; the locations where businesses need more land to expand; which areas need to be regenerated, where new shops should be located; and which areas should be protected from development (such as sensitive landscapes or habitats). They also cover more detailed issues, such as the provision (or not!) of parking for new homes and residential design.

Please come along.

R.S.V.P. to [fbwra@btinternet.com](mailto:fbwra@btinternet.com)

## DATES FOR YOUR DIARY

**Thursday 14th May - FBWRA AGM** – after the formal business our guest speaker will be “Mr Reasonable” (John Dix), on the subject of “Barnet Council and Open Government”. This is a return visit by John, who spoke to us a couple of years ago about Barnet's arrangements with Capita.

**Sunday 28th June – FBWRA Summer Splash** –the Bowling Green, Friary Park

For later in the year we are planning a second Members' Meeting and another Annual Dinner.

### Forthcoming Events

Incognito Theatre, Holly Park Road Performances are Sunday at 6pm, Monday - Friday at 8pm, Saturday at 3pm and 8pm. 19 - 25 January 2020..

[Ghosts by Henryk Ibsen](#)

FRIERN BARNET & DISTRICT LOCAL HISTORY SOCIETY  
start 7:45 p.m. Wed 22 January

**All Over by Christmas: The Home Front in the First World War (by David Berguer)**

**Finchley Society**

Thursday 30 January 2:30 Avenue House

**World War 2 in Trent Park**