

SUBURB NEWS



The Newspaper of the Hampstead Garden Suburb Residents Association SUMMER '85

THE FIGHT IS ON FOR FALLODEN WAY

The first blows have been struck in what promises to be an epic Suburb battle. The Department of Transport opened hostilities in June 1984 by announcing five schemes to increase the flows of traffic in Falloden Way and a public consultation exercise to discover local views. This was widely condemned as dishonest because:

1. Until five weeks earlier the Minister had repeatedly assured our MP that "no plans existed" for Falloden Way, yet at the exhibition fully constructed models of the schemes — the work of months — were shown in great detail.
2. The exhibition was arranged to be held well outside the Suburb.
3. While withholding supplies of the consultation documents from Suburb residents, the Ministry was busy distributing some 3,000 copies to through traffic and motoring and road haulage interests.
4. A short and incomplete version of the exhibition was offered within the Suburb during the summer holiday period when residents would be absent on holiday.
5. Residents attending the exhibition were given untruthful information and came under considerable pressure from Ministry officials to support one of their damaging schemes.
6. When the Department started experiencing difficulty in answering acute inquiries from Suburb residents at the exhibition, they withdrew their "experts" and refused to give any information on the all-important traffic figures.

These tactics back-fired badly on the Department. Such resentment was aroused that the resultant pressure ensured the second exhibition was held in the Suburb after the holiday period and the response to the consultation exercise showed an overwhelming rejection of all five of the Ministry schemes. This opposition produced figures ranging from 95.5% against the Yellow Scheme through to 9.5% against the Green.

Never in the history of the Department of Transport's public consultation exercises have their schemes been so comprehensively rejected and it is a standing tribute to the Suburb and the commitment of its residents that the Department has been faced with such a dilemma.

The Minister, Mrs Lynda Chalker, has "bitten on the bullet" and selected the Yellow (Tidal Flow) Scheme to try and press through a Public Inquiry. It is now up to the whole Suburb community to make sure she does not succeed. The Trust,



Part of Lucas Crescent, Willifield Way.

WILLIFIELD GARAGE ROW

Lucas Crescent, one of the most delightful parts of the Suburb and a "perfect piece of architecture" off Willifield Way, has been the scene of much agitation amongst the residents of its charming cottages this past year.

The reason, as the Crescent residents see it, is the apparent vacillation and mishandling of a planning application by the New Hampstead Garden Suburb Trust.

The new occupants of 27 Willifield Way, actually on the road but the first of the semi-detached Crescent cottages, applied for permission to build a garage on a very cramped site.

The RA's Conservation and Amenities Committee objected on the grounds that (a) cars reversing in or out at this point would add to the problem on what was already a narrow and hazardous bend and (b) that approval would set a dangerous precedent, as new building could disturb the balance of the surrounding architecture.

The Trust, when it received the application, in March 1984, saw fit to inform only one household on the Crescent. Nevertheless most residents of the Crescent and others registered their objections when Barnet published its notice of the receipt of the plans.

The residents learnt in July that the application had been refused by the Trust. They were given to understand that there was no chance of the application

the Residents' Association and the Lorry Route Joint Action Committee are united and fully supported by our MP Peter Thomas and our local Councillors Clement Halfon, Michael Max and Roy Schutz. Given the full and active support of all Suburb residents, they are confident they can repeat the victory they won in the 1969 Lorry Route Public Inquiry.

For more details of the Scheme, its dangers and how you can help, see page 3.

going through even if there should be a threat of legal action. Barnet had earlier approved the plan on the basis of drawings that did not show its effect on other houses or trees.

Residents were later shocked to learn that the Trust had passed a revised plan that utilised different materials, apparently suggested by the Trust architect.

The Crescent residents think that the wrong reasons may have been given for the refusal of the original application thus leaving the applicants with an opportunity to make minor changes and resubmit their plans. On the other hand there may have been major changes in which case, surely, residents should have been given a further chance to see the modified plans.

It appears that the Trust had simply changed its mind, on the basis of a slightly revised plan, for reasons of its own which was inconsistent with its earlier

TRUST SUES

As was mentioned in the last issue of the Suburb News the Trust are beginning to take legal action against freeholders with long standing management charge arrears. More than 30 residents have been served with County Court Summonses and they have two weeks in which to respond. If the applicant offers no defence the Trust would then receive judgement. This is the first time the Trust has gone to Court over outstanding management charges.

decision. No satisfactory explanation has ever been given for this volte face.

This time a letter was sent to those who had protested informing them of the decision.

In all this time no one from the Trust had been inside No 29 to see the effect of the application on the most affected neighbour.

Having got permission the applicants then submitted a new plan which included an enlarged garage, since the original garage could only house a small car.

The Trust wrote to some, not all, of the people who had shown interest. In this letter they asked for comments by the 21st March, presumably for consideration by the Property and Plans Committee at a later date.

Quite by chance one resident discovered, on March 19th, that the committee was due to discuss the application on March 20th. Explanation from the Trust,

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MENDELS SCHEME REFUSED

Following the Trust Council's decision to turn down the application to convert Mendel's Garage into 11 houses and 1 flat there is a strong possibility that Berkley House will re-let the garage on a 25 year lease. The Trust Council decided by a majority vote that certain alterations were required before the scheme could be approved. This included a reduction in density, improved car parking and a number of changes to the detailing. The approach adopted by the Trust was very much in line with the recommendations of the Residents' Association.

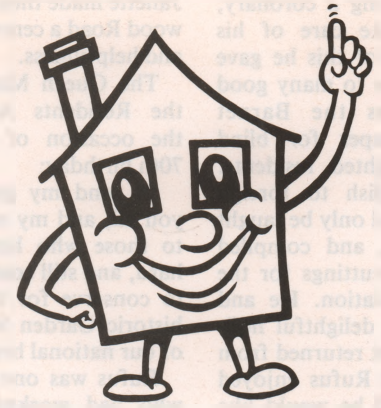
WILLIFIELD WAY LATEST

The Trust have asked the President of the Royal Institute of British Architects (RIBA) to appoint an independent expert to look at the planning application for a garage at 27 Willifield Way. This is an extremely complex and difficult case and has generated a great deal of ill feeling in the area. Both the applicant and objectors have such strong views about the proposed garage that the Trust Council felt it would like to obtain the views of an independent architect before taking a final decision about the application.

The following motion has been submitted to the Trust Council for the AGM on September 18.

'In view of the fact that the Trust in considering applications for planning permission in respect of matters affecting the amenities of the Suburb has to act judicially and in accordance with the rules of natural justice, the Meeting deplored the policy that appears to be followed by the Trust in failing to communicate to the parties concerned the reasons for the conclusions: and requests the Trust Council forthwith to review and modify the policy accordingly.'

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