

NAPOLEON COTTAGES, N12

HIGH ROAD, NORTH FINCHLEY, west side (*Kelly's Directory of Finchley & Friern Barnet 1932*)

NETHERLANDS ROAD, N20 Planning applications up to Jan 2020

Individual properties

Junction with Temple Avenue. 9 May 1946. Application approved for 14 flats in buildings 2 storeys high plus 32 garages (*Friern Barnet UDC Minutes*)

11 Sep 1952 & 16 Oct 1952 & 13 Nov 1952 & 11 Dec 1952 & 15 Jan 1953 & 12 Feb 1953 & 16 Apr 1953. Application approved for 12 maisonettes (Day (Contracts) Ltd (*Friern Barnet UDC Minutes*) & Nos ?? Aug-Oct 1952. Planning application for maisonettes (Day C (Contractors) Ltd, 705 High Road, N12) (*London Metropolitan Archives LMA/4070/02/04279*)

No ? Jan 1953 - Dec 1965. Planning application for house (Twisteeel Reinforcements Ltd, 43 Upper Grosvenor Street) (*London Metropolitan Archives LMA/4070/02/04303a*)

11 Sep 1952. Application approved for 3 class infants school (Herts County Council) (*Friern Barnet UDC Minutes*)

8 Aug 2002. The small kiosk, formerly Wentworth Construction, immediately south of Oakleigh Park Station, had been bricked up with breeze blocks (*John Donovan FB&DLHS*)

1-6 Temple Lodge. 4 Feb 2016. Planning application to replace render on the rear elevations and replace existing timber casement windows with new UPVC white windows (*Barnet Council 16/062/FUL*)

7-12 Temple Lodge. 16 Feb 2016. Planning application for replacement of render on the rear elevation and replace existing timber casement windows with new upvc windows (*Barnet Council 16/0697/FUL*)

No 6. 23 Feb 2015. Planning application for single storey rear extension. Extension to roof including hip to gable, rear dormer and 3 front rooflights to facilitate a loft conversion (*Barnet Council 15/01127/192*)

No 31. 9 Mar 2015. Planning application for part single, part two storey side/rear extension following demolition of existing single storey garage. New balustrades and steps at rear (*Barnet Council 15/01457/HSE*)

No 47.3 Jan 2020. Planning application for single storey side extension. New front porch. Roof extension involving hip to gable, rear dormer window and 2 front facing rooflights. Erection of a new rear outbuilding (*Barnet Council 19/6859/192*)

No 47. 2 Mar 2020. Planning application for single storey side extension and new front porch. Roof extension involving hip to gable, rear dormer windows and 2no front facing rooflights. Erection of a new rear outbuilding with 3no rooflights (AMENDED PROPOSAL) (*Barnet Council 20.0897/192*)

No 54. 25 Mar 2010. Planning application for single storey rear extension (*Barnet Council B/01023/10*)

Nos 55 - 57 (Lancom Nursing Home). 15 Dec 2009. Planning application for first floor front/side and single storey rear extension. New patio and ramp at rear of ground floor level. Formation of fire escape route to rear with access across first floor flat roof including external spiral staircase and railings (*Barnet Council B/04566/09*)

No 61.7 Oct 2019. Planning application for single storey rear infill (*Barnet Council 19/5416/HSE*)

No 82. 5 May 2009. Planning application for single storey detached building in rear garden (Mr Enrique Martinez) (*Barnet Council B/01531/09*)

NETHER STREET, N12

No 3. 27 Nov 2007. The former Star Restaurant is now "caffe.com" (*David Berguer FB&DLHS*)

No 3. 30 Jun 2009. This is now "Carib Caribbean Cuisine" restaurant, replacing Star Express Restaurant (*David Berguer FB&DLHS*)

No 5. 16 Oct 2004. The new Artsdepot was officially opened today by HRH Prince Edward (*David Berguer FB&DLHS*)

Nos 120. An advertisement shows that this is Moss Lodge retirement home (*London Borough of Barnet Official Guide 2000 Page 100*)

NEW SOUTHGATE CEMETERY, N11 Planning applications up to Oct 2020

History

New Southgate Cemetery and Crematorium (formerly the Great Northern London Cemetery) was created as a response to the lack of land in the metropolis for burials, private funeral companies started to buy up land outside the capital – New Southgate was one such area. It had its own sidings on the railway and the coffins/mourners were brought out from London, off-loaded at the sidings and brought down an avenue of lime trees to the cemetery. Later, part of the land was sold to STC for their three factories. When I started work at STC in 1966 much of the lime tree avenue was still in place, although parts were whittled away in later years. Several of my relatives lie in there. However, the only income a cemetery has is from its users, and if the money is not spent on the upkeep of the place then the customers will stay away (a vicious downward spiral). One way to generate funds is to sell off parts of the land, STC first, then some land for housing to the north of STC (Howard Close etc). For that exercise the bodies were exhumed and re-interred in the cemetery. More recently the Rose Gardens at the southern end were sold off for housing (Marshalls Close, Darwin Close) and this had the effect of closing the back entrance for cars. At this entrance were two splendid gateposts in the shape of tall sandstone spires, matching those of at the front (northern) entrance, with Landers stonemasons adjacent. Recently the pillars disappeared and Landers was demolished but the gateposts were to have a new destiny. In a grand plot to the south of the central chapel lies buried the founder of the religious sect known as B'hai. The founder was on a visit to London when he died and the B'hai rules said that he had to be buried within one hour's journey from the place of death, thus New Southgate. Recently the B'hai people paid to have the gateposts/pillars re-erected, along with the iron railings, as a grand entrance to the avenue leading to their leader's grave. Sometime after the 1970s the cemetery started to go into decline; the family business had been passed from father to son until the latest owner, who is a successful businessman in another field, had little or no time to devote to the running of it. The firm was near bankruptcy so new people took over (New Southgate Cemetery and Crematorium). They have made numerous changes to improve the appearance and administration of the place, but it is a Victorian graveyard, full of old monuments, headstones, tall trees and birds and it has long been an oasis of natural peace and tranquillity in an urban landscape (*John Donovan FB&DLHS 16 Jan 2000*)

The New Southgate (formerly Great Northern) Cemetery (20 ha) was founded in 1861: a time when many inner London cemeteries were becoming severely overcrowded and this district was still a rural area. A special rail link from the Great Northern Railway served to bring mourners and their departed loved ones out from King's Cross station. The chapel, with its tall broach spire, was considered one of the finest cemetery buildings in the London area. Among the more distinctive tombs is that of Shogi Effendi (a leader of the Baha'i faith) who is commemorated by a golden eagle perched on a tall marble column. In the 1870s, the site was the subject of a proposal for London's first crematorium (a time when the concept of cremations was distinctly controversial); in the event, the first crematorium was constructed in Woking and it was not until the 1950s that a crematorium was developed here. The parts of the cemetery which are still in active use for burials are maintained in the traditional, formal style. However, in some of the older burial areas, where the gravestones have long ceased to attract regular visitors, nature has been allowed to take over as a landscape architect. As a result, the cemetery now lies surrounded by a backdrop of natural woodland, which adds a calm, rural dimension to the landscape. The wildlife, and especially birdsong, brings a note of cheerfulness and light to the more sombre activity of the crematorium. In the formally managed areas, the landscape is fairly open, with thinly scattered trees including some fine spreading oak, horse-chestnut and sycamore, and frequent yew, a traditional graveyard tree. A shady approach to the chapel is provided by a driveway lined with evergreen species including tall cypress trees, holm oak, and pine. Evergreen hedges and shrubs provide an element

of seclusion at the gravesides. Posies of flowers left by the visitors add a personal touch. Colourful flower beds surround the chapel itself and a very pretty garden of remembrance with roses and other flowering shrubs is provided for commemorative plaques. The 'wilderness' areas are more interesting for the naturalist. Here the gaps between mature canopy trees are gradually becoming filled in by crowded saplings of oak, ash, birch and sycamore. Grey willow, goat willow, hawthorn and blackthorn form dense, often impenetrable thickets. Patches of elm suckers have grown up from the roots of old elm trees which succumbed to Dutch elm disease in the 1970s. Bramble and ivy make up most of the undergrowth, interlacing between the old moss-clad graves. Woodland flowers such as foxglove, wood sage and garlic mustard can be found along the path edges. On rough disturbed ground towards the eastern end of the site, wild flowers such as goat's-rue, common vetch, green alkanet and red campion can be found. The cemetery supports a rich bird life, which reflects the diversity of habitat. The mature oak trees serve as foraging habitat for coal tit and nuthatch; yews provide a feast of berries for mistle thrush; dead wood supports the insects required by great spotted woodpecker, whilst open areas of mature grassland with abundant ant hills are more to the liking of the green woodpecker. Shrews have also been recorded here. The cemetery also has the unusual status of being the most northerly site in Britain, and the only London site, for an unusual insect, the dusky cockroach (*Ectobius lapponicus*), a different species from the cockroach known as a household pest. Whilst the wilderness areas provide excellent wildlife habitat, they could perhaps be improved for visitors by creating a few simple grassy paths through the woodland. The cemetery is privately owned (*Nature Conservation in Barnet. Ecology Handbook 28. London Ecology Unit 1997*)

2 Dec 1991. Planning application for single storey building (*Barnet Council N/10077*)

23 Mar 1995. Planning application for relocation of entrance gates within site (*Barnet Council N/10077/A*)

24 Oct 1997. Planning application for visitors toilet and screen wall (*Barnet Council N/10077/B*)

7 Mar 2003. Planning application for 3m high mausoleum (*Barnet Council N/10077/C/03*)

4 Dec 2007. Planning application for creation of mausoleum section within cemetery (*Barnet Council N/10077/O/07*)

19 Dec 2008. Planning application for erection of a mausoleum measuring 3.35m x 3.8m with a height of 3.8m and a pitched roof (*Barnet Council B/04881/08*)

2 Feb 2016. Planning application for demolition of existing building and erection of new single storey outbuilding (*Barnet Council 16/0582/FUL*)

2 May 2017. Submission of details of conditions 22 (materials), 23 (landscaping), 24 (levels) pursuant to appeal notice APP/N50980/W/16/315134 dated 21/12/16 ref 16/0582/FUL (*Barnet Council 17/2754/CON*)

This pair of tall, prominent and highly decorative stone gatepiers in Brunswick Park Road, N11 are in a Landmark position - signalling the entrance to New Southgate Cemetery and Crematorium (previously the Great Northern Cemetery). Their design reflects details of the Cemetery's 1861 chapel, and they are likely to be the 1860-61 work of the same architect, Edmund Alexander Spurr, F.R.I.B.A. (1813-72). An identical second pair stood originally on the opposite side of the road, at the entrance to the western section of the cemetery. But they were moved twice when parts of the western section were successively sold for development and are now in a prominent

position close to the 1861 chapel, at the entrance to the Baha'i part of the cemetery. As is the case with the chapel, both pairs of gatepiers have Early English (or English Gothic) type features - although, naturally, on a smaller scale and fewer than the chapel's. The tall, open stone lanterns at the top of each pier have typical Early English-style clusters of slender columns framing typical lancet-shaped tall thin openings. Reaching half-way up the piers are vertical buttresses, a reasonable support for this style and topped with outward-facing Gothic-type gables. Small gargoyle-like creatures reach out from the stone lanterns, but not as medieval-style water-spouts; they are purely decorative (*Barnet Council Local List*)

Grove of Shoghi Effendi. The column built over Shoghi Effendi's grave has a Corinthian capitol, is approximately 4 metres in height, and is made from the same white marble Effendi had chosen for the resting places of members of his family in Haifa. The column is surmounted by a globe, the outline of Africa facing forward to symbolize the high regard that Effendi had for the continent and the spirituality of its peoples. Atop the globe sits a large gilded bronze eagle, a reproduction of a Japanese sculpture which Effendi had placed in his own room and admired for its realism and beauty. The column is approached through a garden approximately 11 metres in width and 19 metres in length surrounded by a low brick wall. The column is set within a paved area enclosed within a low stone balustrade wall, approximately 11 metres in width and 11 metres in length (*Barnet Council Local List*)

Chapel and Crematorium. The Chapel, constructed in brick and dressed stone, has been described in both the 1860s and later as unusually large for a cemetery chapel, "impressive", and "one of London's finest cemetery chapels". It is sited at the centre and highest point of New Southgate Cemetery and Crematorium (previously Great Northern Cemetery), was consecrated in July 1861 by the Bishop of Rochester as an episcopal chapel (Church of England). Both the Chapel and the cemetery itself (originally 150 acres) were designed by architect Edmund Alexander Spurr, F.R.I.B.A. (181372). It is at the centre point for twelve wide gravel paths that radiate outwards "like the spokes of a wheel" (Dawes) to a wide outer perimeter circle. Historically the cemetery and its chapel were built as one of the new large Outer London burial places established by private cemetery companies after the closure of Inner London graveyards in the 1850s. It also has the re-interred remains from City churches destroyed in the 1666 Fire of London. The Chapel's imposing 150-ft. (46m.) broach spire rises steeply from within a lower-pitched pyramid at the top of its tall square tower. Archetypal Early English-style paired, slender, pointed-arch lancet windows on the spire are duplicates of larger lancets, framed and emphasised in stone, at the top and middle levels of the tower, and further emphasised by quatrefoil plate tracery within the pointed arches of the stone surrounds. Typical Early English tall, narrow and prominent vertical buttresses support the tower at its three lower levels. The necessarily wide front entrance into the Chapel combines utility with aesthetic quality. It is set within the centre of a high gabled facade and then a lower widegabled entrance porch. High above the entrance door, on the facade, a large group of three stepped lancets is not only framed by slender columns with typical leaf-patterned capitals but also edged with earlier Norman-type carved zig-zag. Below, the wide doorway is classic Early English: a wide, shallow-pointed arch framed by clustered columns with deeply undercut leaf-patterned capitals and deeply-grooved arch moulding above. A slender arched stone hood immediately above this, terminating on each side in undercut and hollowed-out leaf patterning, adds a final touch to this remarkable doorway. Close by, a slender stone turret with lancets and intricate carving, set between the church's tall, lanceted brick tower and the gabled brick entrance facade, emphasises again the delicacy and fineness of the Chapel's stonework and the careful detailing that went into the Chapel's design (*Barnet Council Local List*)

26 Oct 2020. Planning application for erection of mausolea within the cemetery
(*Barnet Council 20/5030/FUL*)

NEW SOUTHGATE RECREATION GROUND, N11
(See OAKLEIGH ROAD SOUTH)

NEW SOUTHGATE STATION, N11 Planning applications up to May 2009

The line from Maiden Lane to Peterborough opened on 7 Aug 1850. The station was called Colney Hatch & Southgate. It changed its name in 1855 to Southgate & Colney Hatch, in 1876 to New Southgate & Colney Hatch and in 1923 to New Southgate & Friern Barnet.

Leonard Foster undertook construction of the down single tunnel and line between Wood Green and New Southgate for £33,713 on 8 February 1889, and finished work in April 1890. The new line began at Wood Green Tunnel; box. When passenger traffic began, the turn-out to the down fast at Tunnel box was taken out (not restored until 1 December 1907). Excavation and building of a new station with two island platforms at New Southgate was estimated at £57,800. T Oliver undertook the excavations and construction of heavy retaining walls for £25,163. New sidings were made at the south end, available for the coal merchants in May 1889. Artherton & Latta built the station, with an overhead booking hall and a covered footbridge, allowing access from either side, for £17,233. The up platform was now opposite the old down one. Four new signal boxes were provided, 2 and 3, at the north end, under the arches of Friern Barnet Road bridge. Works were completed in June 1890. The down box extended to a new box, Cemetery Down, and was initially used only for goods. Eckersleys undertook widening on the up side between Oakleigh Park and New Southgate, cost £46,070 on 1 March 1889. The works, including new (up) single tunnel, were brought into use for goods on 15 October 1890 (*The Great Northern Railway: volume II Expansion & Competition by John Wrottesley. B T Batsford London. Pages 157-158*)

When I went to Hollickwood School (1948-52) I knew nothing about the railway and could not understand what children, particularly those living in the flats at the bottom of Alexandra Road, meant by the "line path". When there was a strike on the delivery of coke it was possible to go to the coal yard at New Southgate and buy 1cwt. We did not have a car so a neighbour very kindly offered to take us. We queued for our entitlement and had to assure the merchant that I was not with a parent. When I was working at Potters Bar I changed from travelling by bus to going by train. I was able to leave home at least 10 minutes later and the fare was 2/-. This meant crossing the **North Circular Road**. It might be difficult to imagine now how easy it was to cross the North Circular Road without the aid of traffic lights (*Elizabeth Carter FB&DLHS 2 June 2001*)

There was a signal box suspended beneath each of the two outside arches of the Friern Barnet Road bridge over the railway (*Gordon Eve, Potters Bar Historical Society*)

22 Oct 1889. Resolved: A request be made to the Great Northern Railway to call the new station when opened by the name of Friern Barnet & New Southgate as the entry to the station will be in the Parish of Friern Barnet (*Friern Barnet Local Board Minutes*)

23 Nov 1897. Application approved for urinal and wc (Great Northern Railway) (*Friern Barnet UDC Minutes*)

6 Dec 1918. Application approved for electric power mains for New Southgate Station to Tylers (?) (Northmet) (*Friern Barnet UDC Minutes*)

27 Jul 1928. Repairs to the line path from New Southgate Station to **Cromwell Road** (*Friern Barnet UDC Minutes*)

6 Jul 1950. Application approved for use of shop adjoining station for spectacle frame repairs (E A Underwood) (*Friern Barnet UDC Minutes*)

NEWTON AVENUE, N10 Planning applications up to Oct 2022

Infrastructure

Jan - Feb 1925. Planning application for electricity sub station and fence (North Metropolitan Electric Power Supply Company, Manor House Offices, Finsbury Park) (*London Metropolitan Archives LMA/4070/02/02169*)

At Friern Barnet Council Offices on Friday morning, Mr C B Connell, M.Inst.C.E., an inspector of the Ministry of Health, conducted a public enquiry concerning an application made by Friern Barnet Urban District Council to the Minister of Health for sanction to borrow £8,780 for the work of making up six private streets in Friern Barnet. The streets are Newton Avenue, Church Way, Valley Avenue, Friary Way, Queen's Avenue and Gresham Avenue (*Barnet Press 29 Feb 1936*)

11 Jul 1935. Cost of making up the street £1080 (*Friern Barnet UDC Minutes*)

16 Sep 1937. Street recently made up (*Friern Barnet UDC Minutes*)

There was a piece of land within a row of houses between Newton Avenue and **Alma Road** which I think had been where a bomb dropped in the war (*Elizabeth Carter FB&DLHS 2 Jun 2001*)

More than 2,000 people were plunged into darkness when a massive power cut blacked out a swathe of Muswell Hill streets. A cable problem cut the power to around 2,800 homes, some of which were without electricity for three hours. The fault was fixed, but the following day the houses were hit again, as engineers kept working on the problem. Some residents were still waiting for the power to come back on 24 hours after the blackout. The cuts on Thursday and Friday (11 & 12 September) hit six roads – Sydney Road, Cromwell Road, Laburnum Close, Wetherill Road, Newton Avenue and Southern Road. The electricity company, EDF Energy, apologised for any inconvenience caused (*Muswell Hill Journal 11 September 2003. Page 1*)

Individual Properties

No ?. Mar 1901 - Oct 1972. Application for photographic laboratories (R Paul submitted by Victor C Jackson, 4 Finsbury Square) (*London Metropolitan Archives LMA/4070/02/00695*)

No ?. Mar 1901 - Oct 1972. Planning application for photographic laboratories (R Paul, submitted by Victor C Jackson, 4 Finsbury Square, EC) (*London Metropolitan Archives LMA/4070/02/00695*)

Nos ??. 26 Nov 1901. Application approved for 5 houses (Mr Leonard Dowson) (*Friern Barnet UDC Minutes*) & Nos ?? Nov 1901. Planning application for houses (W Leonard, Dowton, 16 John Street, Holborn) (*London Metropolitan Archives LMA/4070/02/00757*)

Nos ??. 23 Apr 1902. Application approved for 3 houses (M Jarvis) (*Friern Barnet UDC Minutes*)

No ?. 29 Sep 1902. Application approved for extension to laboratories (R W Paul) (*Friern Barnet UDC Minutes*)

No ?. 1 Mar 1907. Application approved for laboratories (R W Paul) (*Friern Barnet UDC Minutes*)

No ?. 4 Oct 1907. Application approved for addition to works (R W Paul) (*Friern Barnet UDC Minutes*)

No ?. 18 Apr 1910. Application approved for 2 houses (Mr Gallagher) (*Friern Barnet UDC Minutes*)

No ?. 31 Mar 1915. Application approved for temporary workshop (Mr R W Paul) (*Friern Barnet UDC Minutes*)

No ?. 6 Aug 1915. Application approved for extension to workshop (Mr R W Paul) (*Friern Barnet UDC Minutes*)

No ? (Newton Avenue Works). Oct 1915 - Jan 1917. Planning application for mess rooms (R W Paul, Henry James Wise, 37 South Molton Street, architect) (*London Metropolitan Archives LMA 4070/02/01677*)

No ?. 5 Nov 1915. Application approved for addition to works (Mr R W Paul) (*Friern Barnet UDC Minutes*) & Oct 1915 - Jan 1917. Planning application for mess room at Newton Avenue Works (R W Paul, agent Henry James Wise, 37 South Molton Street, architect) (*London Metropolitan Archives LMA/4070/02/01677*)

No ?. 7 Jul 1922. Application approved for electric current supply at Cambridge & Paul Instrument Company (*Friern Barnet UDC Minutes*)

No ?. 25 Apr 1924. Application approved for addition to Cambridge & Paul Instrument Company's works (*Friern Barnet UDC Minutes*)

No ?. 22 Jun 1983. Planning application for 11 3 storey blocks and 2 2 storey blocks of 130 flats, provision of 142 parking spaces, 3 vehicle accesses and estate road (Fairview Homes) (*Barnet Council C74D*)

Nos 1 & 8. Oct - Nov 1906. Planning application for flats (H Stewart, 44 Drayton Park, agent Peter Edward Gallagher, 56 Langdon Park Road, Highgate, architect & surveyor) (*London Metropolitan Archives LMA/4070/02/00987*) & Nos ?? 2 Nov 1906. Application approved for 4 villa residences (H Stewart) (*Friern Barnet UDC Minutes*)

No 1. 17 Nov 2005. Planning application for alterations to roof including rear dormer window to facilitate a loft conversion (*Barnet Council N/14832/A/05*)

No 3. 27 Jan 1988. Planning application for alteration to side and rear elevation (*Barnet Council C/09848*)

No 7. 11 Jun 2018. Planning application for conversion of existing basement into habitable room. New access steps with associated railings to garden level. Insertion of new side and rear window openings (*Barnet Council 18/3548/HSE*)

No 8. 19 Feb 2014. Planning application for extension to roof including rear dormer window and roof light to front elevation to facilitate a loft conversion to existing first floor flat (*Barnet Council B/00483/14*)

No 8. 17 Apr 2014. Planning application for extension to roof including rear dormer with Juliet balcony and roof light to front elevation to facilitate a loft conversion to existing first floor flat with associated roof terrace (*Barnet Council B/02040/14*)

No 8. 26 Jun 2014. Planning application for roof terrace (*Barnet Council B/03708/14*)

No 10. 17 Jul 1941 Weekly rent was recorded as 15s 0d (*Friern Barnet UDC Minutes*)

- No 10. 4 Sep 1941. 4 adults are residing (*Friern Barnet UDC Minutes*)
- No 10. 13 Jun 1946. Application for requisition to be lifted (*Friern Barnet UDC Minutes*)
- No 12. 27 Jun 2022. Planning application for single storey side/rear extension and alterations to access steps following removal of existing patio. Conversion of garage to habitable room, insertion of window to replace the garage door. Front porch extension (*Barnet Council 22/3333/HSE*)
- No 12. 18 Oct 2022. Planning application for single storey rear extension, conversion of garage to habitable room including single storey front extension and new front porch (*Barnet Council 22/5117/HSE*)
- No 13. 5 Jun 1952. Application approved for glass lean-to (*Friern Barnet UDC Minutes*)
- No 14. 23 Dec 1993. Planning application for dormer windows to side elevation (*Barnet Council C/06843/A*)
- No 15. 4 Jul 1961. Application approved for garage at side (*Friern Barnet UDC Minutes*)
- No 15. 25 May 2015. Planning application for demolition of existing detached garage and construct single storey side extension (*Barnet Council 15/02749/HSE*)
- No 16. 14 Feb 1957. Application approved for extension to existing garage (*Friern Barnet UDC Minutes*)
- No 17. 8 Feb 2007. Planning application for single storey side extension (*Barnet Council N/15474/07*)
- No 18. 12 Jun 1934. Application approved for garage (*Friern Barnet UDC Minutes*)
- No 19. 13 Apr 1988. Planning application for single storey side and rear extension (*Barnet Council C/09953*)
- No 19. 1 July 2007. A new loft is being installed (Sunlight Lofts Ltd) (*David Berguer FB&DLHS*)
- No 20. 15 Apr 1935. Application approved for garage and room over (*Friern Barnet UDC Minutes*)
- No 20. 4 Dec 2015. Planning application for single storey rear extension with a proposed depth of 6 metres from original rear wall, eaves height of 3 metres and maximum height of 3 metres (*Barnet Council 15/07405/PNH*)
- No 20. 20 Jan 2016. Planning application for single storey rear extension (*Barnet Council 16/0387/192*)
- No 21. 12 Mar 2001. Planning application for ground floor rear extension (*Barnet Council C/02958/A/0*)
- No 23. 16 Jan 2007. Planning application for single storey rear extension (*Barnet Council N/15474/07*)

No 27. 10 Mar 1959. Application approved for conservatory at rear (*Friern Barnet UDC Minutes*)

No 28. 2 Jul 2007. Planning application for single storey side rear conservatory (*Barnet Council N/15633/A/07*)

No 29. 7 Jul 2014. Planning application for single storey rear extension with a proposed extension of 3.90 metres from original rear wall, eaves height of 2.45 metres and maximum height of 3.10 Metres (*Barnet Council B/03630/14*)

No 29. 3 Mar 2015. Planning application for single storey rear extension with a proposed depth of 3.9 metres from original rear wall, eaves height of 3 metres and maximum height of 3 metres (*Barnet Council 15/01345/PNH*)

No 29. 11 Jul 2019. Planning application for roof extension involving hip to gable, rear dormer window and 3 front facing rooflights (*Barnet Council 19/3497/192*)

NORTH CIRCULAR ROAD Planning applications up to Mar 2022

(see also COPPETTS CENTRE)

History

A route across the railway line was not provided until the construction of the North Circular Road (Pinkham Way) after 1929. In 1975 a fly-over was built over it to carry Colney Hatch Lane (*Victoria County History*)

10 May 1929. The Engineer and Surveyor submitted correspondence with the LCC Valuer as to proposed rounding off of the junction of Colney Hatch Lane with the proposed North Circular Road (*Friern Barnet UDC Minutes*)

2 Apr 1931. North Circular Road. Last link to begin Next Month. Work will begin soon on the construction of the last link of the North Circular Road, the broad highway which, begun about 10 years ago to ease the growing traffic problem north of London, will be completed in less than two years. When finished it will have cost over £1,000,000. Construction has been undertaken in sections as circumstances permitted. Some portions have been made by widening existing roads, and others by cutting entirely new lengths through rural or semi-rural areas. Two sections remain to be constructed. Work has been in progress for some time on one of them, which is expected to be finished in about 18 months. This is the stretch from Colney Hatch-lane to Bounds Green-road, Southgate, a distance of about three-quarters of a mile. A long bridge is being built under the Great Northern Railway at New Southgate. The road will then continue through Friern Barnet sewage farm, which is being reconstructed on modern lines, and thence through the grounds of the Colney Hatch Asylum, Colney Hatch-lane (*The Times 2 April 1931*)

16 Sep 1932. Lighting has been installed at the new roundabout at the junction with Colney Hatch Lane (*Friern Barnet UDC Minutes*)

25 Nov 1932. The Clerk reported that the County Highways Improvement Sub-Committee were suggesting that the section of the North Circular Road from Colney Hatch Lane to Bounds Green Road should be known as "Pinkham Way" and that they were desirous that this name should be approved by the Council as Highway Authority. So far as is possible this Council xxxx xxxx to give no streets names which have xxxx connections with local history and the Council in Committee therefore recommend that the County Highways Sub-Committee be asked to approve of the substituting of 'Elizabeth's Way' for 'Pinkham Way' (*Friern Barnet UDC Minutes*)

9 Dec 1932. The Council will remember having suggested that the section of this road from Colney Hatch Lane to Bounds Green Road should be named 'Elizabeth's Way' instead of 'Pinkham Way' as suggested by the County Highways Improvements Sub-committee. The Committee have reconsidered this matter and in view of the fact that the County Highways Committee are desirous of commemorating the work carried out by Sir Charles Pinkham, particularly in connection with the Highways and Bridges and the construction of Arterial Roads, this Committee recommend that no objection should be raised to the naming of this section of the road as 'Pinkham Way' (*Friern Barnet UDC Minutes*)

25 April 1933. The formal opening of Pinkham Way took place by the Right Hon. The Lord Rochdale, Lord Lieutenant of the County of Middlesex at 12 noon on Thursday 25 April. The Chairman and guests drove from the Friern Barnet Council Offices to the new road via Woodhouse Road and Great North Road. Lord Rochdale was received by the Chairman of the County Council, Alderman Howard S Button JP, and Chairman of the Highways Committee, Lieut Colonel Sir Charles Pinkham, OBE, DL, JP, at the junction of the new road with Colney Hatch Lane. The Chairman of the County Council requested the Lord Lieutenant to cut the tape and declare Pinkham Way open. The Lord Lieutenant requested Sir Charles Pinkham to place a plaque in

the centre of the island at the junction of Colney Hatch Lane with new road. The Lord Lieutenant then drove to Alexandra Palace followed by a procession of official and other cars. Luncheon was then served (*from the Official Programme marking the opening*)

The bridge over Pinkham Way was constructed under an agreement dated 8 Oct 1930 between London & North Eastern Railway (LNER) and Middlesex County Council (*Friern Barnet UDC Minutes 17 Jan 1957*)

Additional improvements were made at East Finchley in 1996. (*Barnet The Twentieth Century Page 95*)

The County Council of Middlesex in the post-war period realised that the main arteries of the County were totally inadequate to cope with the phenomenal increase in road transport. Many of the mains had been partially widened about a quarter of a century ago in order to enable tramways to be laid, but the presence of these rails militated to some extent against the carrying capacity for the free-moving motor vehicle. The urban growths were largely around the original arteries, but in the absence of any comprehensive planning the development tended to spread more or less concentrically around all the villages until in many cases they merged into one another, and as they had grown entirely by individual development of quite small ownership there was no scheme of through communication from one urbanised area to another.

The inefficiency of these main lines of communications had been appreciated some few years before the war; and when the Right Honourable John Burns, in the year 1912, convened a conference of all the Greater London road authorities the Middlesex County Council took a ready and prominent part in the discussions and surveys, which resulted in 1916 in a programme for new arteries which had become necessary if London and the Home Counties were to be adequately served. Having regard to its corridor position, commanding so large a radius of London's circumference, it was natural that Middlesex was more concerned than any other County, and a considerable number of the proposed roads were situate within the County.

The North Circular Road was one of the great circumferential roads recommended by the conference to meet the great needs of communication on the outskirts of the Metropolis.

It commences by a junction with the Great West Road near Kew Bridge, and passes through Brentford and Chiswick, Ealing, Willesden, Hendon, Finchley, Friern Barnet, Southgate and Edmonton, where it leaves the County Boundary in the latter district and terminates (sic) a junction with the Eastern Avenue and the Southend Road in the County of Essex.

The North Circular Road bisects the important arteries leading from the Metropolis to the West, North-West and the North of the County, having a radius of seven miles from Charing Cross.

Owing to its proximity to the Metropolis, this road has necessarily involved the construction of many bridges over the various Railways, Rivers and Canals, and when the road is finally completed its cost will approximate £1,250,000. The road is 15 miles in length, 9 miles of which are entirely new.

The road has been laid out along the new sections to a width of 100 feet, and on other sections where existing roads have been adapted the width varies from 60 to 100 feet.

The section of the North Circular Road to be declared open to-day has entailed many difficulties of an engineering nature, having regard to the existence on the route of:-

The Main Line and Sidings of the London and North-Eastern Railway
The Bounds Green Brook
The Friern Barnet Sewage Works
The Grounds of the Colney Hatch Mental Institution

The Railway of 15 tracks is situated on an embankment, and it became necessary to pierce the embankment and to erect a structure to enable the road to be carried underneath.

This bridge was constructed by Messrs. Sir Robert McAlpine & Sons Ltd., in steel and concrete arches at a cost of approximately £95,000, and with the payments to the Railway for its future maintenance, the total cost will be in the neighbourhood of £120,000.

It has a total length of 360ft, and a square span of 70 ft.

The Bounds Green Brook had to be diverted and culverted for a length of 400 yds. at a cost of £12,000.

The Sewage Works, part of which occupied the site of the road, had to be remodelled and reconstructed, at a cost of £11,000.

The main outfall soil drain from the Mental Hospital crossed the site of the road by an overhead pipe line carried on concrete piers. The head room being too low, it necessitated the construction of an inverted syphon.

A special feature is the layout at the junction with Colney Hatch Lane, with an elliptical island around which traffic will pass. This was a particularly difficult section, inasmuch as there is a difference of 9 ft. in the level between the North and South end of the island, and to assist motorists in negotiating the junction special care has been taken in the super elevation of the road.

The total cost of the section now being opened is approximately £169,500.

The Contractors for the road works were Messrs. G. Wimpey & Co. of Hammersmith.

It was decided to give the name "Pinkham Way" to this last section of the road in appreciation of the invaluable services of Sir Charles Pinkham as Chairman of the Highways Committee, and for three years also as Chairman of the County Council, during the post-war period of activity in highway development in the County. (*Middlesex.*)

14 Apr 1931. NEW SOUTHGATE'S NEW HIGHWAY Work on the short length of the North Circular-road between Colney Hatch-lane and Bounds Green-road is now in hand. The North Circular-road starts at Kew Bridge, proceeds by way of Gunnersbury, Ealing, Brentham, Neasden, across Edgware-road at Welsh Harp, to Regents Park-road at a spot between Golders Green and Finchley. From there it crosses the present Great North-road between East Finchley and North Finchley, and reaches Colney Hatch-lane, a short distance from the Friern Barnet District Council offices. To join up with the completed portion of the road, the section now in hand at this point is being cut through the grounds of Colney Hatch Mental Hospital. Emerging

from this meadow land, the road is to absorb a footpath, pass under the LNER at New Southgate to Bounds Green-road and join Bowes-road at Arnos Grove Estate, close to a station on the new Cockfosters "tube" railway. Then it crosses Green-lanes and proceeds to Edmonton, along the Lea Valley Viaduct, on to Chingford, the southern end of Epping Forest, and finally to Southend. At New Southgate the work of cutting under the railway and culverting Bounds Green Brook is costing £92,000. Bounds Green Brook, which is being placed underground, is a tributary of the Moselle, and is facetiously known as the "Sparkling Moselle". Its source is, or was, the Moss Well from which the Muswell Hill district takes its name. (*Barnet Press 14 April 1931*)

1 Apr 1927. The cost of the North Circular-road, between Great North-road and Colney Hatch-lane, and Bounds Green-road and Bowes-road is now estimated to cost £105,647, as against a former estimate of £102,000. (*Finchley Press 1 Apr, 1927*)

The south-east corner (*of the asylum land*) was lost after the North Circular Road was built in 1929 and the practice of driving cows across had to be discontinued as too hazardous (*Godfrey Old Ordnance Survey Map Friern Barnet & New Southgate 1898*)

The North Circular Road had very wide grass verges and in the summer quite a few children played and made daisy chains, of course the traffic was very sparse, not like now. As you came into Cromwell Road from the North Circular Road there used to be a farm where we used to buy apples etc. (*Mrs Margaret Davies nee Matthews, member FB&DLHS in a report dated 28 October 2001*)

When I went to Hollickwood School (1948 - 52) I knew nothing about the railway and could not understand what children, particularly those living in the flats at the bottom of Alexandra Road, meant by the "line path". When there was a strike on the delivery of coke it was possible to go to the coal yard at New Southgate and buy 1cwt. We did not have a car so a neighbour very kindly offered to take us. We queued for our entitlement and had to assure the merchant that I was not with a parent. When I was working at Potters Bar I changed from travelling by bus to going by train. I was able to leave home at least 10 minutes later and the fare was 2/-. This meant crossing the North Circular Road. It might be difficult to imagine now how easy it was to cross the North Circular Road without the aid of traffic lights (*Elizabeth Carter FB&DLHS 2 June 2001*)

19 Dec 1973. Planning application for use of land (former Finchley Sewage Works) for warehousing purposes including ancillary offices, canteen, parking, loading and unloading (London Borough of Barnet) (*Barnet Council C3492E/HQ666E*)

23 Jun 1976. With reference to your letter of 21 May 1976. There is a grade separation scheme at the junction of Colney Hatch Lane with the North Circular Road which is now initially completed. The above property (24 Cromwell Road) is not affected by this scheme (*Letter dated 23 June 1976 from Miss I North, London Highways Division, Department of the Environment to Messrs Bond Partnet & Jaskel Solicitors*)

This note describes some of the industrial sites and firms which played an important part in the history of our area. I am going to start with an unusual subject, sewage works. There were four in a small area adjacent to the newly built **North Circular Road** in 1936. One near Coppetts Wood (built by Finchley UDC) has become the site of a refuse destructor. Another (Friern Barnet UDC) just west of the present GNE railway and south of the road disappeared under housing, sometime after 1965. When that was operational as sludge beds, the foreman used to collect tomato plant

seedlings from the sludge and from them grew prize-winning fruit for the local horticultural show. To take advantage of the newly built North Circular Road, c.1937, both Robert Deard Ltd and Fisher, Renwick Ltd bought the other two redundant sewage farms to build haulage depots. The former at Colney Hatch Lane/North Circular Road junction, the latter (Hornsey UDC) at the north end of Coppetts Road. Deards dumped hardcore from its site onto the Fisher, Renwick's site to level the steep slope. Robert Deard Ltd went on to operate a general haulage and tipping fleet from this site, it also supplied a refuse-collecting operation to the Islington Vestry. The company eventually went out of business and the site was sold to become the Coppetts Centre and a Tesco supermarket. Fisher, Renwick moved to its partly completed depot in early 1942, owing to its White City Depot being bombed. I worked in that depot in 1962 when it was the state-of-the-art parcels handling depot for British Road Services Parcels Ltd with a floor level conveyor. With the privatisation of the National Freight Corporation the depot was closed and became semi-derelict. It has now been reopened as a parcels depot by Exel which is by a very circuitous route of nationalisation, mergers, takeovers and buy outs the descendent of Fisher, Renwick Ltd. (*Robert Rust in Hornsey Historical Society Bulletin 45 2004. Pages 35-36*)

I remember that road being built. They laid all these huge sewage pipes end to end and me and me mates used to roller skate through 'em all the way from the roundabout (at the crossroads with Colney Hatch Lane) to Wood Green (*Dunn. A Family History by June A Noble 2001*)

Spring 1996. The new widened stretch east of Falloden Road to east of The High Road was opened in the Spring of 1996

10 Jul 1997. NEW BID TO HALT A406 WIDENING. Plans to widen the North Circular Road at Henly's Corner in Finchley could be scrapped under a government review of all proposed road schemes. Finchley & Golders Green Mp Rudi Vis has written to the Environment Secretary urging him to drop the controversial project. And protestors, including the Finchley Society and Hampstead Garden Suburb Residents Association, are renewing their campaign against the scheme with a frenzy of letter writing and petition-signing. The scheme was the subject of a heated public enquiry in the late 1980s which concluded in favour of widening the Henly's corner stretch. Work has been completed as far as Falloden Way to the east of Henly's Corner and the road widens again at Brent Cross to the west, but improvements to the stretch in between were held up when the Department of Transport ran short of money. Campaigners say the scheme would destroy around 1,000 trees and three ancient hedgerows thought to be between 800 and 1,000 years old (*The Advertiser (Barnet edition) 10 July 1997. Page 1*)

When we first moved to Friern Barnet in the mid-1960s, huge trees overshadowed **Colney Hatch Lane** as it approached the North Circular Road from the Orange Tree pub. At the junction with that main road was a rather small roundabout, covered with so many bushes that one couldn't see the opposite road (up to Muswell Hill). That North Circular junction was inevitably clogged with traffic and, even when one's view to the right was clear, one never knew what was going to come zooming around those bushes from Muswell Hill; all in all, a dangerous junction! Eventually, the constant cloggishness must have caused the council some embarrassment because sometimes in the mid-1970s they went to work on it. They felled all of those fine, huge trees for some fifty yards back up towards The Orange Tree. They also destroyed a huge semi-circle of trees in the grounds of Friern Hospital, a lamentable loss. For some months I did not go near the area, but when I did, it was to find the bushy roundabout gone, Colney Hatch Lane raised some ten feet in order to cross over a rapidly-widening North Circular Road, which itself had been dropped by some ten to fifteen feet. The eventual result was a magnificent flyover for the minor road,

with the main road (now dual carriageway) sailing along beneath. In addition Bounds Green Brook, which ran alongside the main road, had been tidied up inside a large open-topped concrete culvert. Thus matters stood for several years, and I became accustomed to the lack of trees and the denuded look of the Hospital grounds. Of course, when you chop down a tree, you are destroying a rain-drinking machine, and the rain that is thus unused runs downhill to form a small puddle.

Sep 1943 - Mar 1944 Planning application for storage building and offices in Pinkham Way (LCC Architect's Department) (*London Metropolitan Archives LMA/4070/02/03639*)

Apr 1943 - Jul 1947 Friern Barnet Hospital. Planning application for stores in Pinkham Way (LCC) (*London Metropolitan Archives LMA/4070/02/03639a*)

Jul 1945. Tottenham Gas Company Booster Station. Planning application for gas works in Pinkham Way (Tottenham & District Gas Co, Woodall House, 658 Lordship Lane, N22) (*London Metropolitan Archives LMA/4070/02/03658*)

Apr - Jun 1947. Planning application for meat stores & trunk road to meat store in Pinkham Way (Meat Store & Distribution Depot, Middlesex County Council, 10 Saint George Street, Westminster) (*London Metropolitan Archives LMA/4070/02/03765*)

3 Sep 1969. Resolved that land be sold to the Ministry of Transport for highway purposes to enable the construction of a foot bridge adjacent to Coppetts Close (*Barnet Council Minutes*)

31 Jul 1971. Planning application for layout of land as an industrial estate by construction of a road at former Finchley Sewage Works (*Barnet Council C/03942*)

19 Dec 1973. Planning application for use of land for parking of vehicles. Resiting of fuel pumps and control office/rest room with caretaker's flat (London Borough of Barnet) (*Barnet Council C3492F/HQ666F*)

19 Dec 1973. Planning application for use of land as a gipsy caravan site for 15 caravans (London Borough of Barnet) (*Barnet Council 3492G/H666G*)

27 May 1987. Planning application for Class1 (non-food) warehouse and joinery warehouse with associated car parking on former Booker Cash Mart site (Magnet Joinery) (*Barnet Council*)

31 Jan 1994. Planning application for details of acoustic fencing and mounding, adjacent to North Circular Road, at Larch Close, Silver Birch Close, Laburnum Close, Pert Close, Stroud Close as required by Condition 07 on planning permission C03069BX for the construction of access road and bridges in connection with proposed development of Friern Hospital 3.9.93 (*Barnet Council C03069DC*)

9 Jun 1995. Planning application for change of use of Sirco warehouse/distribution unit to a children's indoor play area with access from existing access road off NCR slip road and provision of 20 ancillary car parking spaces (*Barnet Council C/01201/BK*)

11 Sep 1997. Planning application for installation of illuminated advertisement panels forming part of bus shelter 170m west of Coppetts Road (*Barnet Council C/12943*)

26 Feb 1998. Planning application for Dick Turpin sculpture with surrounding crushed stone path and planting at Glebelands Open Space (*Barnet Council C/13244*)

29 Jun 2001. Planning application for layout 2 illuminated advertisement panels forming part of a bus shelter outside Tescos (*Barnet Council C/14204/01*)

29 Jun 2001. Planning application for installation of 10m high telecoms antenna/post and equipment cabinet near base at junction of Coppetts Road and NCR (*Barnet Council C/15407/01*)

14 Oct 2004. BETRAYED. Barnet has been “betrayed” by London mayor Ken Livingstone after he confirmed that plans to improve the borough’s stretch of the North Circular Road have been dropped. There was no mention of the promised £800 million upgrades of Henly’s Corner when the mayor unveiled his £10 billion five-year transport programme on Tuesday. A spokesman for Transport for London said the plans to build a road tunnel at Henly’s corner and Brent street had been dropped because they were “too costly”. Meanwhile, another stretch of the A406 in New Southgate will only get “minor improvements”. But Barnet’s London Assembly member Brian Coleman said he was furious at the decision. “Barnet residents and commuters have been completely betrayed by the mayor and the government. They now face years more rat-running and misery – it’s disgraceful,” he said. “Mr Livingstone did not tell residents about this before he was elected. It demonstrates his abject failure to deal with the North Circular, which is of strategic importance to London and the South East.” Estate agent Jacob Derkhin, who travels from Wood Green to Hendon every day, described the Henly’s corner bottleneck as the worst part of his journey. He said “There are two sets of traffic lights within a short distance before you even reach the junction so it can take more than ten minutes to get through. It’s absolutely ridiculous and something needs to be done. “Plans to upgrade Henly’s Corner were dropped after the government said it would only give TfL about a third of the £900 million a year it had asked for. A TfL spokesman said: “We will look at the project again in five years but unless we receive a huge amount of money from the government, which is unlikely, then nothing will happen at this part of the North Circular.” Minor improvements are to be made to the A406s notorious New Southgate bottleneck – but they are nothing like the huge widening scheme originally promised. London mayor Ken Livingstone used a visit to Bowes School in New Southgate last Thursday to announce that he will not use government cash to widen the bottleneck stretch of the A406 between Palmers Green and New Southgate to six lanes. Instead he wants to press ahead with small-scale plans, costing £20 million, that will make it easier for pedestrians, buses and cyclists to use the road but will not help motorists – despite wider lanes – because traffic will still grind to a halt at junctions. His new proposals, which should take three years to complete, look strikingly similar to those derided by local MPs, councillors and most residents in 2002. They involve: Widening Telford Road to four lanes; A new Bus Lane; Better pedestrian crossings, Rat-run turnings being blocked. Mr Livingstone only dropped these proposals last summer in the face of a legal challenge from Barnet Council and promised to ask government to pay for much bigger plans instead. But he denied that more the past year had been wasted. “The local authority wanted one last try for the money for the big scheme, and we didn’t want to end up in court,” Mr Livingstone told The Press. He insisted the smaller improvements would be worthwhile. “This is going to be our biggest road scheme for ten year,” said Mr Livingstone. But he risked further anger by suggesting that it could be planned while residents are still being questioned about what they want. “If the councils are happy we can run the consultation with the design.” (*Barnet Press 14 Oct 2004 Pages 1 and 4*)

12 Nov 2004. The eastbound carriageway is being resurfaced between Finchley High Road and Coppetts Close (*David Berguer FB&DLHS*)

16 Feb 2005. Resurfacing of westbound carriageway between Bounds Green and Colney Hatch Lane. Work being done at night (*David Berguer FB&DLHS*)

North Circular Road. 16 July 2006. Work on the four slip roads from the A406 to Colney Hatch Lane will take place between 19 July and 19 August. Orange corrugated pipes were laid under the roads, presumably carrying cables for new traffic lights and the slip roads are being resurfaced. Work is taking place only night (*David Berguer FB&DLHS*)

17 Jul 2006. Planning application for installation of telecoms equipment including 6m high mast with antenna and dish, equipment cabinet, ancillary equipment, hand rail and access steps with fencing on land to north-west of Wood Green Tunnel (*Barnet Council N/15206/06*)

Tesco. 26 Jul 2019. Planning application for installation of detached 'pod' to provide dry cleaning, key cutting, shoe and watch repairs services at Tesco premises (Timpson, Timpson House, Claverton Road, Wythenshaw, Manchester M23 9TT, agent Laurence Piper, Gainsborough House, Sheering Lower Road, Sawbridgeworth, CM21 9RG) (*Barnet Council 19/3605/FUL*)

Unit A. 19 Oct 2016. Planning application for use of premises for MOT servicing (*Barnet Council 16/6608/191*)

Unit G Coppetts Centre. 23 Nov 2006. Planning application for MOT testing station (*Barnet Council C/013230/U/06*)

Unit A Coppetts Centre. 11 Jan 2007. Planning application for installation of MOT bay in place of car repair ramp (*Barnet Council C/013230/V/07*)

20 Aug 2009. Council chiefs have agreed to the sale of land which could pave the way for a new recycling plant in Friern Barnet. Councillors voted last Tuesday to sell the freehold of the former sewage works in Pinkham Way to the North London Waste Authority. The site, close to the North Circular Road, was used as a sewage works during the 1960s, but has remained virtually unused ever since. The move follows several unsuccessful attempts by Barnet Council to find a use for the site, including a cash and carry store, a DIY superstore and housing. As part of the agreement with the NLWA, a 4.5 acre portion of the site will be retained by the authority as a possible new site for Barnet Council's current recycling depot at Bittacy Hill, Mill Hill, which deals with thousands of tons of dry recyclable waste collected each year. Council officials believe the Pinkham Way site is better placed because it is away from densely populated residential areas and close to major road links (*Barnet Press 20 Aug 2009. Page 10*)

10 Feb 2011. Plans have been laid out for a £100 million waste disposal plant at the edge of the North Circular at New Southgate. North London Waste Authority (NLWA) wants to convert derelict land in Pinkham Way into a modern recycling centre. The site – the Former Friern Barnet Sewage Treatment Works – on the border of Barnet, Haringey and Enfield, will boost efforts to recycle 50 per cent of waste by 2020. David Beadle, chief executive of NLWA, explained: "Though we have an incinerator, it can only handle part of the waste produced each year and we want to reduce or eradicate waste sent to landfill." NLWA, which governs waste management across Enfield, Haringey, Barnet, Camden, Islington and Waltham Forest, is seeking outline planning permission for the site, which would process around 300,000 tonnes of waste a year, close to a third of north London's total. If approved, it will select a firm to build and manage the plant, which could be operational by Spring 2016. The authority is racing to improve its recycling figures to avoid multi-million pound fines if it misses the European Union directives. Mr Beadle sought to allay fears that the new plant would be an incinerator, similar to the one in Edmonton, which has garnered feelings over the years since it was built. He said: "This is not and never has been an

incinerator at this location, it will either be an energy from waste solution or a mechanical biological treatment plant.” Mr Beadle said that noise coming from the plant should be no greater than that coming from the A406, and odour emitted would be kept to a minimum. He said: “We accept there will always be people who would rather it not be there, but there is always going to be some community hosting the facility.” The authority estimates around 560 trucks will go in and out of the plant each working day, predominantly using the A406, Orion Road and Pegasus way for access (*Barnet & Potters Bar Times 10 Feb 2011. Page 10*)

North Circular Road. Pinkham Way Near Footbridge & Orion Road. 17 Oct 2011. Planning application for installation of internally illuminated 48 sheet advertising display unit (Clear Channel UK Ltd, 33 Golden Square, W1F 9JT) (*Barnet Council B/04260/11*)

20 Nov 2014. Plans for a waste and vehicle depot at Pinkham Way have been dropped after an agreement could not be reached. Barnet Borough Council was considering plans to build a vehicle depot and waste transfer facility on the Pinkham Way site in Haringey by 2016. However, these have been dropped after the withdrawal of the proposal from the North London Waste Authority, which formed part of a joint planning application for the site. Alternative options for Pinkham Way will be considered, including housing, or the potential sale of the whole site to the waste authority, which represents seven north London boroughs including Barnet, Enfield and Haringey. The overall site is under the planning control of Haringey Borough Council. Barnet Council is due to leave in Bittacy Hill by December 2016. *Two alternative sites for the new depot have now been identified – one at Abbots Depot, Oakleigh Road South, and one at Lupa House, Borehamwood. The depot will serve rubbish and recycling trucks and contain a refuelling station, offices and parking. Councillor Richard Cornelius, leader of Barnet Council, said: “Development or sale of the Barnet-owned land on Pinkham Way will now go ahead quickly as there is no likelihood of a joint application for the use of the site with the waste authority. I would like to see some much-needed housing constructed. Coppets ward councillor Pauline Coakley Webb said: “we welcome the council considering alternative sites for the depot as Pinkham Way is totally inappropriate, but we want to hear from residents who live near the Abbots Depot site in Oakleigh Road South as to whether they support a depot there.” (Barnet Times 20 Nov 2014 page 22)*

Alan Day Ltd, Pinkham Way. 8 May 2018. Planning application for alterations to the colour of part of the existing cladding and associated alterations to windows and doors (Mr Paul Tanner, Alan Day Ltd, Pinkham Way, N11 3UT agent Mr Mark Baldwin, Bisset Adams, The Cube Building, 7 – 10 Wenlock Road, N1 7GT) (*Barnet Council 18/2663/FUL*)

3 Feb 2020. Highway Verge Land on The North Side of Pinkham Way. Planning application for Installation of 1 single side internally illuminated 48 sheet advertising display with 1 48 sheet digital LED advertising display (Mr Martin Stephens, 991 Great West Road, Brentford, TW8 9DN) (*Barnet Council 20/0537/ADV*)

20 Mar 2021. The Coppetts Centre is owned by Robert Deards and has the following tenants: Colney Hatch Lane: Block 3, Units 1 & 4 Hyundai Motors UK Ltd, Block 3, North Circular Road: Unit 2 Rogers Removals Ltd, Block 3, Unit 3 Clown Town Unit A White Rose Motors (Southgate) Ltd, Unit B Solus (London) Ltd, Unit C Endeavour Automotive Ltd, Unit D Tartanista, Units E, J, K Highview Garage Ltd, Unit F Auto Bodywork, Units G & H French Car Specialists, Unit L Mets Car Wash, Tesco Stores Ltd.

25 Mar 2022. Planning application for installation of 1 single side internally illuminated 48 sheet advertising display with 1 48 sheet digital on Highway Verge on North Side of Pinkham Way (*Barnet Council22/1592/ADV*)

NORTH LONDON BUSINESS PARK, N11 Planning applications up to Mar 2022

History

It was created on the site of the former Standard Telephones & Cables (STC) site and occupied by the London Borough of Barnet until 2020 when it moved its offices to 2 Bristol Avenue.

According to a brochure produced by The Comer Group in April 2021 the site occupies '17 hectares of brownfield land in a predominantly residential area'. 'The site is made up of c390,000 square feet of office buildings, an above-ground car parking structure and an office building currently in use by Daint Andrew the Apostle Greek Orthodox School. Numerous other small structures occupy the site including security huts, a banqueting hall and unoccupied office buildings'

Individual Properties

Building 3. North London Business Park. 27 Aug 2015. Planning application for use of Suite 100 as office for taxicab administrative purposes (*Barnet Council 15/05245/192*)

Building 3. North London Business Park. 20 Nov 2019. Planning application for use of room 145 as office for mini cab administrative purposes (*Barnet Council 19/6119/192*)

Building 4. 24 Oct 2019. Planning application for removal and replacement of 3 existing antennas and 1 GPS antenna located on the rooftop (*Barnet Council 19/5735/LIC*)

Building 5, North London Business Park. 28 Jul 2011. Planning application for change of use from offices to D1 residential use (Wisdom School) (*Barnet Council B/02989/11*)

Building 5. 23 Apr 2013. Planning application for change of use of Building 5 from Business (B1) to Educational (D1) use for a temporary period (3 years) including external alterations to provide care parking, external formal and informal play areas and fencing (Russell Educational Trust) (*Barnet Council B/01615/13*)

26 Nov 2014. Planning application for installation of 3 antennas and radio equipment housing less than 2.5 cubic metres in volume and ancillary equipment thereto (*Barnet Council 14/07613/LIC*)

20 Nov 2015. Environmental Impact Assessment – Scoping Option (Michael Holloway MRTPI, 165 Fleet Street, EC4A 2DW) (*Barnet Council 15/07116/ESC*)

4 Jan 2016. Planning application for hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises 376 residential units in five blocks reaching eight storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports porch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and the outline element comprises up to 824 additional residential units in buildings ranging from two to eleven storeys, up to 5,177 sq m of non-residential floor space (use Classes A1-A4, B1 and D1) and 2.9 hectares of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking (*Barnet Council 15/07932/OUT*)

Building 5. 4 Aug 2016. Variation of condition 3 (Time period to discontinue use) and condition 5 (Number of pupils) pursuant to planning permission B/01615/13 dated

25/07/2013 for "Change of use of Building 5 from Business (B1) to Educational (D1) use for a temporary period (3 years) including external alterations to provide car parking and fencing." Variation includes to increase the capacity of the school up to 500 pupils and to enable the school to operate until 31 August 2019 (*Barnet Council 16/5027/S73*)

30 Mar 2017. Planning application: PROPOSAL: Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a resident-led mixed use development. The detailed element comprises 360 residential units in five blocks reaching eight storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and the outline element comprises up to 990 additional residential units in buildings ranging from two to nine storeys, up to 5177 sqm of non-residential floor space (use Classes A1-A4, B1 and D1) and 2.54 hectares of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking. March 2017 RECONSULTATION Amended Plans: involving the provision of 10% Affordable Housing across the site with an overall increase in the proposed number of housing units from 11 to 9 storeys with some buildings along the boundary of the rail line increased from 7 to 9 storeys (*Barnet Council 15/07932/OUT*)

St Andrews School. 4 Apr 2017. Planning application for temporary change of use from Office (Use Class B1) to Educational Use (Use Class D1) to part of the second floor of Building 4, conversion of the 'south car park' to provide multi-use games area, including new fencing and associated works (*Barnet Council 17/1426/FUL*)

St Andrews School. 20 Oct 2017. Planning application for new fire escape stairs to second floor level (*Barnet Council 17/6672/FUL*)

29 Jun 2017. 1350 new homes scrapped as business park plan is rejected. Councillors have refused to grant a planning application for a development of 1350 homes at North London Business Park. The application submitted by a private developer included high-rise blocks of up to nine storeys and a new free school at the 17-hectare site in Oakleigh Road South, New Southgate. It was turned down unanimously by Barnet Council's planning committee because it was seen as an over-development and out of character with the area. A total of 228 residents objected to the proposals. Chipping Barnet MP Theresa Villiers said that the plans would have had "a big impact" on the quality of life, although she backed proposals for a new building for St Andrew the Apostle School, which had been part of the plans. She said: "This is a key battle won, but there is still a danger that the application can go to appeal and be passed by the Mayor of London." Councillor Lisa Rutter (Conservative), who represents Brunswick Park ward, said there had been concerns over parking, traffic and the capacity of local services, among other issues. Both Tory and Labour councillors shared the view that a pledge to develop the school was a lever to try and convince the committee to agree to the plans, and that the school should now submit a separate application. The council's Labour group highlighted that only ten percent of the development would have been affordable housing and that some of the blocks would overlook existing homes and gardens. Councillor Kathy Levine (Labour), who also represents Brunswick Park, said: "There were only 315 homes with three bedrooms in the proposal and 1035 homes with one and two bedrooms. An excellent school on site would increase the demand for family homes, so the development was clearly not meeting Barnet's need for family homes either." The planning committee meeting took place at Hendon Town Hall last Thursday (June 22) (*Barnet Press. 29 June 2017. Page 2*)

Aug 2017. North London Business Park planning application.

Details from residents meeting held recently, although rejected by Barnet now going to the Mayor on 23rd August. read on..... 1. Despite the Hybrid Application being unanimously rejected by the planning committee on 22nd June, it is still the case that the developers – The Comer Group – have now sent the application - in virtually the same shape as I understand it - to The London Mayor's office for it to be reviewed. 2. According to Andrew Dillon - Principal Planning Officer at Barnet Council - the scheduled date for the reconsideration of this plan is scheduled for 23rd August. I say scheduled because there is always the possibility that it could be cancelled and debated, behind closed doors, at a slightly later date. 3. However, in spite of this possibility, I think every effort needs to be taken to raise whatever individual concerns one has well in advance of this date. Although I have no doubt that everyone has the correct contact details, I am including them here just to avoid any delay. Sadiq Khan mayor@london.gov.uk. Head of planning Fiona.fletcher-smith@london.gov.uk. Deputy Mayor for housing jules.pipe@london.gov.uk Just to be clear at this point, I think everyone accepts that there is clearly a need for more housing within the borough. The key within Barnet is housing stock being created within the boundary of due proportion and consideration for both the future and current population. To simply build without any aforethought for the existing community or environment is only going to end up having a detrimental effect for everyone - especially when it comes to health & safety. A balanced building control programme must surely be the guiding factor throughout this process. However, the main points of concern that came out of the meeting last night are ones that persist in the public's mind and these are as follows: Density, Height, Access: vehicle (inc. emergency services) and pedestrian, Parking, Air Pollution, Climate change and control/distribution of energy, Traffic - greatly increased, Infrastructure - impact on the local area, the fact that only 10% will be 'affordable housing', the fact that of the proposed 1350 homes only 17.5% are 1 – 2 bedroom properties. The rest – 82.5% – will be 3-bedroom units. The main requirement from Barnet Council – 4-bedroom units – is given 100% NO CONSIDERATION. The scale of this site as it stands, would wreck the community. It is worth bearing in mind the core of this site would be made up of 8 storey tower blocks, and that the original plan was for 1200 properties. This then went up to 1350. What's to stop the developers elevating this figure, in time, to 1500 or 1750? It could well open up the gates for yet more buy-to-let landlords or foreign investors whose sole intention would be to capitalise on these properties which, clearly, will end up serving the few at the expense of the many. They would have very little consideration for the genuine, local community. Not everything should be about financial gain - especially when some tenants struggle to keep up with rent demands that end up becoming totally unaffordable (*Nextdoor South Whetstone website. Aug 201*

4 Dec 2017. Building 4. Planning application for rooftop telecommunications installation and upgrade with associated works (agent Damian Hosker, WHP Wilkinson Helsby, The Ponderosa, Scotland Lands, Leeds, LS18 5SF) (*Barnet Council 17/7703/LIC*)

19 Jan 2018. Proposal: hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises 360 residential units in five blocks reaching eight storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to

the access from Brunswick Park Road and; the outline element comprises up to 990 additional residential units in buildings ranging from two to nine stories, up to 5177 sqm of non-residential floor space (use Classes A1-A4, B1 and D1) and 2.54 hectares of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking. March 2017 RECONSULTATION Amended plans: involving the provision of 10% Affordable Housing across the site with an overall increase in the proposed number of housing units from 1200 to 1350, The tallest buildings have been reduced in height from 11 to 9 storeys with some buildings along the boundary of the rail line increased from 7 to 9 storeys. APPLICATION REFERENCE: 15/07932/OUT. APPELLANT'S NAME: Comer Homes Group. PLANNING INSPECTORATE REFERENCE: APP/N5090/W/17/3189843. APPEAL START DATE: 12 January 2018. PROCEDURE: Public enquiry. There has been an appeal to the Secretary of State because the Council refused planning permission for the above proposed development (*Barnet Council letter dated 19 Jan 2018*)

Building 5. 4 Jun 2019. Variation of Condition 2 (Time Limit of Use) of planning permission 16/5027 S73 dated for variations to B/01615/13 for 'Change of use for Building 5 of North London Business Park from Business (B1) to Educational (D1) use for a temporary period 3 years. Variation to enable the school to operate until 31 Aug 2022 (*Barnet Council 19/3155/S73*)

Building 6. 11 Jul 2019. Planning application for change of use to College of Animal Welfare (Educational Use Class D1) (College of Animal Welfare) (*Barnet Council 19/3798/FUL*)

In 2017 Comer Homes submitted plans for the site which was approved by the Secretary of State in 2020. The plan included 1350 new homes, new buildings ranging from 2 to 9 storeys, provision of a 5-form entry secondary school, a new gymnasium and a multi-use sports pitch 2.54 hectares of open space and 52177 square metres of non-residential floor space. In April 2021 revised plans by The Comer Group plans included around 2500 new homes, new buildings ranging from 2 to 15 storeys, provision of a 5-form entry secondary school, new sports facilities and open space, 5177 square metres of community/retail/commercial floorspace, associated public realm and landscaped amenity and c0.85 car parking space per unit. The parking spaces will be located beneath the residential blocks and at street level

10 Aug 2021. Planning application for hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises up to 461 residential units in five blocks reaching 9 storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 1,967 additional residential units in buildings ranging from three to twelve storeys, up to 7,148 sqm of non-residential floor space (use Class E and F) and public open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and carparking. (*Barnet Council 21/4433/OUT*)

25 Mar 2022. Variation of condition 1 (Approved Plans) of planning permission reference 15/07932/OUT dated /02/20 For Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises 360 residential units in five blocks reaching eight storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing

facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 990 additional residential units in buildings ranging from two to nine storeys, up to 5,177 sqm of non-residential floor space (use Classes A1-A4, B1 and D1) and 2.54 hectares of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking. March 2017 RECONSULTATION Amended Plans: involving the provision of 10% Affordable Housing across the site with an overall increase in the proposed number of housing units from 1,200 to 1,350. The tallest buildings have been reduced in height from 11 to 9 storeys with some buildings along the boundary of the rail line increased from 7 to 9 storeys. Variation to include: Changes to the school: Changes to the main access point on Brunswick Park Road: Changes to phasing (*Barnet Council 22/1579/S73*)

History

For complete history see “North Middlesex Golf Club: The First Hundred Years 1905-2005” by John Dyke, North Middlesex Golf Club 2005.

The most remarkable object in this parish is the manor house called the Friary or Friern House, in which are several remains of antiquity. The situation is retired and pleasant. Its approach is rendered venerable by the remains of a cloister with crosses upon the stones. This leads to a confessionary, and part of an old hall. Under the floor of the modern hall built about 1600 is an excavation supposed to be the lavatory or bath of the friars. In the exterior part of the house, leading towards the church is a place called the Monks Hole, a subterranean passage leading to another confessionary or place of confinement for refractory brethren (*The History of London by Rev J Hunter 1797*)

25 Mar 1824. Friern Barnet and Finchley, in the county of Middlesex, with 8 miles of London. – By MR BURTON, at the Mart, on Friday May 28, at 12, (unless previously disposed of by Private Contract), in 6 Lots, The following Freehold Estates:- Lot 1. That capital Freehold Mansionhouse, called the Friery (*sic*), with extensive pleasure grounds and gardens, (calculated for a family of distinction), situate in Friern Barnet, and 92 acres of meadow and arable land immediately surrounding the same, including a bailiff's cottage. The elegant and very appropriate furniture may be had by valuation, if desired. Lot 2. The Manor House, with suitable offices, in Friern Barnet, (adjoining lot1), with certain manorial rights and quit rents, and 26 acres of pasture and arable land. Lot 3. Four pieces of Land in the parish of Friern Barnet (opposite the preceding lots), called Conduit Field, Hyther Tylers, Further Tylers, and Damson Grove Fields, containing together 38a 35p. This lot and lot 4 have frontages of several hundred feet on the high road leading from the admired village of Colney Hatch to Whetstone. Lot 4. Four pieces of Land adjoining Lot 3, called Church Field, Five Acres, Lane Field, Church Wood Field, and Church Field containing together 45a 3r 5p. Lot 5. A piece of Wood Land, situate in Black horse-lane, in the parish of of Friern Barnet, called Little Friern Park wood, containing 19a 2r 10p and two pieces of arable land, called Hungerdown or Clover Field, and Ploughed Field, containing together 31a 2r 33p. This lot adjoins lots 3 and 4. Lot 6. Two pieces of land in the parish of Finchley, on the high North Road, opposite the 8th mile stone, called New Allotment and Little Hogman's Hernes, containing together 9a 1r 12p. This lot has frontage of 300 feet, and abuts lot 1. The land-tax on all the lots is redeemed, and the lands in Friern Barnet are exempt from tithes so long as they remain in the hands and manurance of the owner. The lands in Finchley are subject to a modus of 2d per acre in lieu of great tithes. Permission to view, and further particulars, of Mr Chapman, at Finchley-lodge; particulars may also be had of Mr Burton, 25 Bucklersbury; of J B Bostock, solicitor, George-street, Mansion-house, London; at the place of sale; Green Man, Whetstone; Red Lion, Barnet; King's Head, Watford; Angel, Edmonton' queen's Head, near Finchley church; and Red Lion and Sun, Highgate (*The Times 25 Mar 1824*)

Manor House Farm occupied what is now the North Middlesex Golf Club. The estate was bought by John Miles in 1851, when he rebuilt the house. He also renamed it the Manor House, thus leaving a legacy of confusion to future historians (*Around Whetstone and North Finchley by John Heathfield, page 104*)

North Middlesex Golf Club (0.8ha) lies to the west of Friern Barnet Lane. Its most important feature ecologically are two ponds, which support one of the very few colonies of palmate newts in the Borough. These were discovered here in 1985, and are of significant ecological interest. The more common smooth nest is also present. The ponds are located approximately 100 metres south-west of the club house. The site is owned and managed by the golf club and access is restricted to club members

and invited guests. Both ponds are of a similar size. The upper pond is more formal in character, presumably as it is more visible from the clubhouse lounge. A small fountain with lights has been placed in the centre and the marginal vegetation appears to be cut on a regular basis. Parts of the edges which are more inaccessible to mowing contain some Michaelmas daisy and water mint and at the western end there is a small group of horse-chestnut, weeping willow, oak and poplar trees. The lower, eastern pond has been allowed to develop a greater variety of vegetation, including abundant Nuttall's waterweed and rigid hornwort, plus yellow iris, reed sweet-grass, water mint and brooklime fringing the pool. A ditch leads downstream into a small area of woodland. This probably serves as an important corridor for amphibian, which will spend much of their adult life on land. The survival of the newt colony depends on the clear, unpolluted water and abundant submerged vegetation. Appropriate management of the rough grassland and woodland nearby will be important for the adults. Further downstream, the ditch leads into Friary Park. However, water here is unfortunately, too polluted at present to support amphibia (*Nature Conservation in Barnet. Ecology Handbook 28. London Ecology Unit. 1997*)

Manor House. Dec 1927 - Sep 1928. Planning application for alterations to house (North Middlesex Golf Club) (*London Metropolitan Archives LMA/4070/02/02603*)

Jan 1937. Planning application for extension (*London Metropolitan Archives LMA/4070/02/03389*)

1950 – 51. 76.26 acres. North Middlesex Golf Links are the freehold property of the Council, and are let to the North Middlesex Golf Club Ltd on a lease for 28 years from the 1st April 1948 (*Urban District of Friern Barnet Year Book 1950 – 51*)

19 Mar 1952. Application approved for rebuilding pro shop after damage by fire (*Friern Barnet UDC Minutes*) & Feb-Mar 1952. Planning application for pro shop (J Barrington-Baker, 32 Queen Anne Street, architect) (*London Metropolitan Archives LMAS/4070/02/04234*)

Nov 1961. Lodge Cottage. Planning application for alterations to green keepers' cottages (submitted by J Barrington-Baker & Partners, 32 Queen Anne Street) (*London Metropolitan Archives LMA/4070/02/05559*)

3 Jan 1966. The existing lease will expire in 1976 and Chief Officers are examining the position of this club (*Barnet Council Minutes 3 Jan 1966*)

30 Aug 1988. Planning application for single storey side extension to form snooker room (*Barnet Council N/04678/6*)

14 May 1992. Planning application for installation of 80cm satellite dish on flat roof of single storey rear extension (*Barnet Council N/04678/C*)

15 Jul 1996. Planning application for 1.8m high chain link fencing of Friern Barnet Lane and 1.8m palisade fencing fronting Friary Road and end of Finchley Park (*Barnet Council N/04678/E*)

6 Jul 2007. Planning application for erection of freestanding club nameboard (*Barnet Council N/04678/F/07*)

29 Oct 2015. Planning application for erection of 17.5m shrouded monopole supporting 6 antennas and 2 dishes with associated 3 equipment cabinets situated at ground level (*Barnet Council 15/06614/FUL*)

Golf Club House and outbuildings. Symmetrical three-storey stucco rendered building with pedimented central block, slate roof and mansard wings advancing slightly to the front and rear. Large flat-roofed conservatory at rear overlooks the golf course. 1905 by Willie Park Junior, Open Championship winner 1887 and 1889. Park Junior was one of the first golf course architects designing 170 courses in total including Sunningdale Old and many in the USA (*Barnet Council Local List*)

23 Feb 2022. Non-material amendments to planning permission reference 15/07932/OUT dated 24/02/20 for 'Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises 360 residential units in five blocks reaching eight storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 990 additional residential units in buildings ranging from two to nine storeys, up to 5,177 sqm of non-residential floor space (use Classes A1-A4, B1 and D1) and 2.54 hectares of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking. Amendments to include changes to the Proposed Development Zone Plan to split phase 1 (*Barnet Council 22/0994/NMA*)

2 Mar 2022. Planning application for construction of a single storey maintenance equipment storage shed (*Barnet Council 22/0986/FUL*)

NORTH ROAD

Individual properties

No 147. Mar 1903. Planning application for house (Follis & Goodfellow, 12 James Road, Wood Green, builders) (*London Metropolitan Archives LMA/4070/02/00812*)

NORTHWOOD GARDENS

NOTTINGHAM PLACE, N12

HIGH ROAD, NORTH FINCHLEY, west side (*Kelly's 1932*)