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**To:** [Forward Planning](#)  
**Subject:** BARNET LOCAL PLAN - EDGWARE TOWN PROPOSALS  
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**Subject: Concerns Regarding the Edgware Policy in Barnet Local Plan Main Modifications**

**Representation from:** Richard S Weber

**Address:** [REDACTED]

I am writing to express my concerns regarding elements of the Edgware Policy in the proposed Main Modifications to the Barnet Local Plan.

Born and bred in Edgware, I have seen many changes in 85 years, many for the benefit of the area and others to its detriment. I am therefore in favour of any proposal that will improve the quality of the overall appeal of the area as a living and shopping district. Indeed, new residents per se may bring new business to struggling shopkeepers.

- However, it is the density of the proposed development of some 4,700 dwellings on the site of the Broadwalk Shopping Centre **in particular the number of high rise tower blocks and especially one of 29 storeys**, that is the main concern. That is almost **double the height** of the existing tall buildings and will blight the lives of we who live within a few yards of this development. It will become one of the most densely populated areas in the UK.
- The reduced parking capacity will considerably worsen the existing problems faced by motorists and those of pedestrians waiting for buses already delayed by frequent traffic jams - caused in part by the thoughtless positioning of bus stops within the bus garage drop-off area. These, in turn, will be compounded by the foolish and dangerous proposal to move the garage itself underground and the bus boarding/alighting points to the main road.
- There seems to be a misconception that cutting the amount of parking space will encourage people to switch to public transport given the proximity of the Underground station. However, a large proportion of residents tend to travel not in to central London but outwards to better shopping facilities and leisure amenities in Watford, St Albans, and elsewhere, access to which by public transport is almost non-existent. Cars are a necessity for us.
- The number of homes is at the root of our concerns and perhaps reducing the height of the tallest structures would lower the total by, a relatively small percentage while significantly lessening the impact on the area. When, several years ago, LB Barnet redeveloped the **Stonegrove Estate** – now a clean and pleasant area - several high-rise tower blocks were demolish but not replaced, low level blocks built instead. It was thought a correct decision then so why do not the same principles apply now? The adverse effects on health and well-being of those living in high rise properties, especially on families with young children, is well-known and has been the subject of much

research.

- Our current infra-structure is not coping with the numbers as they stand so a huge increase will place even greater pressures on schools, health care and, most important, sewage and utilities. Having experienced frequent blocked sewers and stinking drains we have been told that some of these are over 100 years old and cannot cope. There seems to be no provision for upgrades and the developers, Ballymore, told us at their “consultation meetings” that it was “down to the council not them”! Are we all to be put at risk of sewage spilling on to the streets, which could well happen?
- The proposed change to the **Bus Garage** introduces the risk of serious fire from the frequent charging of the electric batteries – as seen increasingly in our news reports. The London Fire Brigade has already questioned the wisdom of this plan and urged significant modification.
- Edgware was referred to as Barnet’s only Major Town but how can this be? Barnet Town. According to the London Plan, Major Town Centres are typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sqm of retail, leisure, and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service, and civic functions. Edgware seems not to meet these criteria. It is, instead, a local district or suburb, not a major town,
- Golders Green, Whetstone, Finchley, Colindale and even Mill Hill are all towns with areas in each environ that would lend themselves to development. Imposing the entire requirement of the Borough to meet such targets as it has is unfair and unreasonable and suggests a complete disregard on the part of the Council for the views and feelings of its tax payers.

The volume and complexity of the Local Plan and the related documents is, for me anyway, overwhelming. The 42-day consultation period seems insufficient for anybody to comprehend the plan’s details – especially for anyone with work or caring commitments or those of advanced years with a more limited capacity to absorb all the detail.

**In light of these concerns, on my own behalf and those of my neighbours, I express my support for any representations made by Save Our Edgware and the Edgware Community Association. .**

**Richard S. Weber**