

Sweeney, Robert (LBB)

From: [REDACTED]
Sent: 13 June 2024 16:07
To: Forward Planning
Subject: Concerns Regarding the Edgware Policy in Barnet Local Plan Main Modifications
Representation from:

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

As a former resident of Edgware, I understand the plan has been under development since 2020. However, I only recently became aware of its existence and its potential impact on our community. I object to this happening as I do my shopping there and use the car parking and it helps me to use Edgware Station to travel into central London.

Unfortunately, I haven't received any written communication from Barnet Council about the Local Plan, despite its significance for Edgware's future. Given the potential for significant change to Edgware's character and residents' quality of life, I believe wider notification would have been helpful.

I found the volume and complexity of the Local Plan and the related documents overwhelming. The 42-day consultation period seems insufficient for anybody to comprehend the plan's details – especially for anyone with work or caring commitments.

However, I am deeply concerned about the impact of the Local Plan on Edgware and its residents, both present and future.

In light of these concerns, I would like to express my support for any representations made by Save Our Edgware and the Edgware Community Association. Please consider their submissions as reflecting my own concerns.

Please can you arrange for this letter to be considered as part of the Equality Impact Assessment?

Yours sincerely

Mr Andrew Brill

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In brief, the Local Plan regarding Edgware

- Would permit up to 4,740 new homes to be built across 'Site 28' (the site of the present Edgware Underground, bus station and bus garage) and 'Site 27' the Broadwalk site which is likely to lead to a significant permanent loss of public parking.
- Will lead to a loss of public parking and closure of the Broadwalk during construction. This is likely to have a knock on effect on the remaining businesses and could kill Edgware as a local shopping/banking/dining destination during this period.
- Does not propose improved bus or tube capacity.
- Would permit inner city style development, but (if parking disappears and public transport is not improved) it would leave us with worse than suburban connectivity.
- Does not apply to a third of the town as it only covers the Barnet side of Edgware. It gives little weight to the impact on the Harrow side. We feel that decisions affecting Edgware should be made collaboratively between both Boroughs.

Things to think about:

- How do you and your family use Edgware town centre? E.g. shopping, accessing public transport, banking, places of worship, dining, library, other.
- How do you get there? If you drive, where do you park?
- Do you or your family have any disabilities, impairments or health conditions? If so, how would you be affected?

Thank you for your support and involvement.

Best regards,

Save Our Edgware and Edgware Community Association

Further background about the Barnet Local Plan and the Edgware Policy

CONTEXT OF HOUSE BUILDING POLICIES – THE LONDON PLAN AND BARNET'S LOCAL PLAN

There is a shortage of housing in London. The London Plan is a policy document designed to ensure Local Authorities meet their house building targets. It requires local authorities to identify brownfield sites for house building. As a result, each local authority develops its Local Plan to justify building a target number of houses on each selected site.

The Local Plan goes through a long process to acquire its legal status. Once it becomes law, it is very difficult to overturn. The latest Draft Barnet Local Plan currently being consulted on is at the last stage (Regulation 24) before being made into law.

HOW EDGWARE BECOMES A VICTIM OF THIS POLICY

The previous Barnet Local Plan which has the legal status was made in 2012. In this 2012 Local Plan, Edgware does not feature as a major development site in this plan.

For whatever motivation, the Barnet administration decided that it would be a good idea to have a massive over-development of The Broadwalk and the adjoining bus garage. No doubt this informed Ballymore's approach to purchase the shopping centre when it came up for sale and TfL, spotting an opportunity to make huge sums of money (to fill the gaping black hole in their finances) out of what would otherwise be a simple bus garage with no intrinsic value, agreed to tag along for the ride.

The Barnet administration then smuggled through the SPD (Supplementary Planning Document for Edgware Growth Area) with absolutely minimal consultation so before the residents had an inkling of what was happening, the proposed over-development then obtained *semi-official* status.

Now it seems that the SPD can be, and **indeed is**, being used by the new Barnet Administration to say that their hands are tied as the SPD has been adopted - notwithstanding the fact that they campaigned for election saying they would stand up to "Tower-block blight" and will have "tougher policies on Height and Density" in the New Local Plan.

Now against a background of many Local Authorities struggling to balance their budgets to fulfil their obligations, we can only speculate as to what incentives Ballymore and TfL have discussed with the ruling Barnet administration (bearing in mind that the developers stand to massively benefit financially if they can get a consent for their proposals which are way, way in excess of usual local development densities).

Whatever the reason though, Barnet Council are giving all the signs of having decided that the best way of meeting their Borough-wide obligations to facilitate, say 5,000 new dwellings over the next 10 years, is just to dump almost all of them in Central Edgware, perhaps with the reasoning that whilst they will lose a lot of votes from Edgware residents, the rest of the Borough's residents will be relieved.

As we see it though, the SPD is only a *halfway-house* situation. However if it can be incorporated into the New Local Plan, then it will probably be unstoppable: even if we could incite every single resident to object to the planning application (when it goes in) giving good planning reasons, Ballymore and TfL could argue that they are merely going ahead with a development that the Local Plan wants to see.

Now it seems to us therefore that we need to get our objections in **NOW by 18 June** at the Local Plan stage because if we don't, it will probably be too late.

Save Our Edgware
Edgware, UK

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