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From: Abe Hayeem [REDACTED]
Sent: 13 June 2024 18:12
To: Forward Planning
Cc: [REDACTED]
Subject: Concerns Regarding the Edgware Policy in Barnet Local Plan Main Modifications

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**COMMENTS ON THE BARNET LOCAL PLAN
(to be taken into consideration in the latest planning consultation.)**

13 June 2024

Representation from: Abe Hayeem, RIBA
Address: [REDACTED]
[REDACTED]

I am writing as development representative of Canons Park Residents' Association, the main users and residents of Edgware Town Centre on the Harrow side of the Edgware Road (A5) and equal participants in commenting and questioning the proposals in the Barnet Local Plan.

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

I have lived in Edgware since 1969, and have seen it develop from a pleasant suburban town, with friendly neighbourhoods and communities, and very convenient transport links into London, by bus and Tube. It was a very pleasant place to raise a family, but in recent years has become more congested and busy, due to some awful decision making by Barnet Council, which has not been attuned to the latest thinking on planning, design and neighbourhood enhancement, and with the latest local plan, could make living conditions even harsher and unpleasant and inconvenient.

(I suggest you study the latest Harrow Local Plan, which has enlightened proposals for limiting tall buildings, and their heights.)

Especially significant was the building of Broadwalk Shopping centre, with the right scale of shops, all under an arcade, linking with the bus and Edgware Tube Station, the high street, and the main shopping and commuter car parks serving Sainsbury's Supermarket, and vital hub of parking, all in a tree filled parking "square", linking multiple pedestrian route to all other parts of Edgware.

The bus station is conveniently linked to the underground and also acts as the route and bus park to the adjacent maintenance depot, all of this working very conveniently and smoothly.

To disrupt this very convenient transport hub, would mean vast disruption to the lives of Edgware residents for many years to come, and if proposals in the local plan are finalised as shown, would mean permanent damage to Town Centre.

The present car parks are vital to the functioning of Edgware. They are convenient, well designed, and are actually a kind of green space, with its interspersed plane trees with the parking, that tackles the pollution effect, absorbs CO2, and was considered a very innovative design when it was planned and constructed. It should be retained, possibly be listed, with perhaps some lesser used areas for low rise housing and expanding of green spaces. It

The proposals in the Local Plan would 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.

As a resident of Edgware, I understand the plan has been under development since 2020. I have participated over the years making very succinct suggestions to be included, particularly in relation to **curbing the heights of tall buildings to a limit of 6 to eight stories in a few locations**, and **the creation of a town square in the area now developed for Premier Place**, but these have been completely ignored. Most of the residents have only recently become aware of the Local Plan's existence and its potential impact on our community.

Given the potential for significant change to Edgware's character and residents' quality of life, I believe wider notification would have been helpful. In any case, disastrous developments have already taken place, with the construction of the new 19 storey tower block, looking more like a vertical prison, with its heavy brickwork, and its looming presence dominating what should have been the site of a town square. Allowing the parking for the block at ground level, instead of sinking it into a basement, has created a gated community on a podium, separated from street level, a hostile fortress where a lively town square in the heart of Edgware should have been the natural solution. The Barnet planners should be taken to task for this gross urban mistake and disaster.

It makes one question their competence as producers of the Local Plan. They have had enough feedback from residents to produce a human scaled plan, and not another conglomeration of disproportionately high tower blocks, replicating the inhuman congested and massive walls of urban development to be seen in Colindale and in Wembley Park.

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. All this will take ten years plus of construction hell for Edgware, the upheaval of which is unsustainable, affecting many of your constituents, especially elderly residents in the eastern edge of Harrow Borough.

What is missing in the plan, and what should be the emphasis in any future sustainable and ecological developments, and also using lower carbon creating construction, is the retention, renovation and re-use of existing buildings that actually are functional and still work well, as with the Broadwalk Centre and the carparks, and the existing bus station and transport hub.

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?

The items in the document that I particularly object to are:

Objection Areas:

1. **Site Selection:** The major factor that would be a planning disaster is building 4740 homes at Edgware Underground and Bus Station (**Site 28**) (**Barnet Ref: MM107**) and **Site 27** which 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. Further, using the predatory development firm, Ballymore, which was a key developer in Canary Wharf, as the main developers, who are only interested in profit, would not provide the housing solution that is needed, as most of the units will be bought by the rich and foreign investors, and not provide **the key requirement of social housing** that is desperately needed for key workers and low income families and the homeless. This should be the main provision for housing in any future local plan, and not the mad type of skyscrapers so close together that would swamp and dominate Edgware, completely out of scale and not contributing to proper local suburban living. The plan should stress the need for mainly social housing, which can be located on judicious use of publicly owned land of public bodies like TfL. Housing can also be developed in sections over the existing car park, while retaining all the existing parking.
2. **Bus Station Protection:** Protect Edgware Bus Station and Garage (Barnet Ref: MM72). This must not be demolished to make way for the lunatic idea of burying the bus park, the turnaround and the maintenance depot under ground, which would be a fire hazard of monumental proportions and a construction nightmare equivalent to HS2.
3. **Town Classification:** I question the classification of Edgware as Barnet's only Major Town, leading to high-density development (Objection 3). Other major centres in Barnet are Mill Hill, Barnet Village itself, and Colindale, which already has the character of a major centre with its tall buildings, its huge supermarkets and tower blocks. Also adjoining Burnt Oak has its quota of tall buildings, and is an adjunct to Colindale, and it's being nearer to London. Even a major Town Centre does not mean it has to have 29 to 30 skyscrapers. Even Central London has buildings going up to eight storeys maximum, but many at 4 to 6 storeys.
4. **Policy GSS05:** I object to the Edgware Growth Area plan for 4,740 homes (Barnet Ref: MM20 and MM21). There is already a glut of housing units in Barnet. It has fulfilled its required quota of housing, and planting such a mass of units in this very crowded area of Edgware is unnecessary and damaging. Any new housing, which should be social and Council housing, should be accommodated in a wider spread on sites throughout the area, and it must be low rise, 2 to 3 storey, maximum 4 to 6 storey, in scale with the surrounding suburban areas, all in character with Metroland, and the proximity to the Green Belt,

5. **Tall Building Policy:** This tall building policy has wreaked havoc throughout suburban London, and should particularly not be imposed on Edgware, which should actually be an area that is *protected* from tall buildings, as being out of character with the historic buildings located here. Low rise high density construction has been successfully implemented in many parts of London.
6. **Heritage Disregard:** Edgware's heritage of Metroland must be preserved. It is one of the few areas that still has the character set in the 1920s and 30s and should be maintained with judicious knitting in of any new housing and commercial development, accessible to all, with convenient parking (as exists) and transport hubs (as exists) which also has the Metroland character, as around Edgware Underground station, whose forecourt can be properly landscaped and improved,
7. **Wildlife Protection:** There are significant areas of greenery and wildlife, especially around Deans Brook wildlife (bats and slow worms), which must be preserved and expanded, and properly interlinked.

Yours sincerely

Abe Hayeem, [REDACTED]
[REDACTED]

Please also consider these comments that sent to Ballymore in May 2023, and included in the comments a survey sections of questionnaires. It pushes for abandoning the Ballymore Plans, also the intentions of Barnet planners who have already approved awful and oppressive designs of the Premier Place Tower block and adjacent housing, in depressing grim brown brickwork, that adds nothing to uplifting the town centre. I suggest ways of remedying that, and retaining the Broadwalk, Sainsbury's and car parks, and also creating some intricate design over these building to add to commercial and residential use.

Abe Hayeem

EDGWARE TOWN CENTRE. Comments May 2023

Latest Proposals by Ballymore Construction, TFL and Barnet Planners.

After supposed 'consultations' over several years, these overblown and damaging proposals for '**an exciting new town centre**' were revealed to the public for their comments in April 2023. The exhibition at the Broadwalk Centre shows attractive pictures of profusely planted 'walks' and a public square of large scaled faceless buildings which could be 'anywhere' but have no character or place-creation pertaining to Edgware. This project, almost a new town, must be opposed as a fantasy for profit, not people. It is likely to last over ten years and more, with progressive demolitions and rebuilding. A complete redesign out of the project must be carried before approval by Barnet Council. Instead of keeping what works, the proposals include:

1. **The (unnecessary) demolition of the Broadwalk, the Edgware Bus Garage, the Bus Stations, Sainsbury's,** and the complete eradication of the large shoppers' and commuter's car parks. The car parking, much reduced will be contained in a multi-storey edifice behind the Railway Hotel which will be a damaging scar on the landscape. The eradication of all the well-used car parks to be replaced by 800 spaces to cater for shoppers' and commuter parking, and for the 4000 plus new homes seems ridiculous, inconvenient and cause Edgware to come to a standstill. No real details of the proposed multi-storey car park are shown.
- 2) **The Bus Garage** which will be buried underground, will be a massive engineering undertaking which is unnecessary and absurdly expensive. It is a lunatic idea! Who thought of this?

3) **Buses will circulate in front of Edgware Station**, which now functions as a taxi and car turn-around for dropping people at the station. This will add more pollution on the high street and more congestion in front of the station. There is actually no room for a massive bus turn around here. They call this a '**A brand New Transport interchange**' which already exists and functions very well and should be retained with possible improvements and renovation of the waiting area.

4) Around **4,740 new homes** contained in numerous blocks of flats arranged around a cluster of 29 extremely high blocks up to 30 storeys arranged on top of a three storey podium with a self contained garden space exclusively for the tower blocks. Podium housing is totally out of scale and the worst form of hostile fortresses taking over the whole of Colindale and large parts of Barnet and Brent. On the ground there will be another tower block going up to more than 30 storeys situated overlooking where they propose a link to a "Deansbrook Nature Park, including a current area of trees that separate Deansbrook from the Town Centre site. This is all unacceptable! Edgware is a Metroland suburb and anathema to this mass of high-rise towers!

These over-tall apartments, more suitable in Canary Wharf, are mainly for developers' profits, and will do little to solve homelessness or homes available for rent or purchase for the low and middle income key workers or the young. The answer is that TfL (public) land should be available for the most accessible housing including council housing. This should take precedence over expensive flats built for foreign and wealthy investors, pushing out local residents.

There should be a height limit of six to eight storeys for flats, but also an emphasis on large houses in terraces creating a proper grain of streets rather than a succession of blocks. Please, **no more tall blocks which have already wrecked Edgware!** The podium below the new tower and flats being built behind Premier House should be removed, and the car park sunk to the basement to allow **a proper town square** to be created which will relate to the High Street. This would be a live public space with shops and cafés at the heart of Edgware which the Barnet planners missed. This will replace:

5) **The new town square** with a cinema, a new Sainsbury's and Leisure Centre (which already exists opposite on the old ABC cinema site, and various shops, restaurants and offices and a new library (which already exists on Station Road) on the site the demolished Broadwalk.

6) A new Public Park, play spaces and connection of Church Way, Fairfield Crescent to the Deansbrook Nature reserve also which can be done at the moment, but which is the best feature of the scheme, with lots of planting shown in the drawings. How all this will be organised over what is at present the much needed car parks is a big question and will cause a big upheaval.

Abe Hayeem