

E-mail to: [REDACTED]

Subject: Concerns Regarding the Barnet Local Plan Main Modifications

I am writing to express my concerns regarding the proposed Main Modifications to the Barnet Local Plan:

- I was shocked to see that Finchley Central is no longer earmarked for tall buildings, but Edgware is earmarked for 4,740 homes in a small space:
 - Edgware is on the outer fringe of London, with Tube Travel in only one direction and is 8 miles from the first interchange, Camden Town. For travel in any direction other than south, the only public transport is by bus, which is extremely slow when compared to Tube travel for the same distances.
 - Finchley Central is closer to Central London than Edgware and has both North/South tube travel. The closest interchange going towards London is Kentish Town which is only 4 miles away.
 - Commuter parking is a necessity in outer suburbs. If it is lost (which would be the case if (say) the Ballymore proposal became reality), the Local Plan would result in Edgware having inner city scale development but with worse than suburban connectivity. There is on the one hand PTAL (originally designed for inner city Hammersmith) and on the other hand real world consequences for people living in outer suburbs that have much poorer connectivity than inner London.
 - 4,740 new homes could bring in 15,000 extra residents, when there are no plans for improving bus or tube capacity (the Northern Line already has the worst air quality on the Tube!). It is usually standing room only from Colindale in the morning rush hour -with more development planned for Edgware, Burnt Oak, Colindale and Brent Cross West, the Northern Line could become unbearable.

Edgware is therefore unsuitable for development on the scale envisaged. It is also illogical that areas closer to London, with better connectivity, like Finchley Central are deemed less suitable than Edgware for tall buildings; especially when public transport improvements are envisaged in the southern part of the borough, but none are planned for Edgware.

- I live a few hundred yards from Site 28 and regularly use Edgware Town centre for shopping and accessing the Tube. I am not far off becoming a senior citizen and a couple of years ago had some issues where [REDACTED]

[REDACTED] I am very conscious that mobility can deteriorate as one gets older, increasing dependency on the car.

The Local Plan will impact on life in Edgware for many years. I am extremely concerned that it could lead to a substantial loss of spaces from what are presently well used shoppers' and commuter car parks. This would be detrimental to the community generally, businesses and especially to disabled people (whose independence could well be compromised).

I understand that the Local Plan has been under development since 2020. However, I only recently became aware of its existence and its potential impact on our community.

Even though I only live a few hundred yards from Site 28, 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 a fundamental change to Edgware's character and residents' quality of life, I believe wider notification would have been helpful.

I have 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 people 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, as well as local businesses.

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 email to be considered as part of the Equality Impact Assessment?

Yours sincerely

David Lewis

[Redacted]

[Redacted]