

## Lynch, Nick

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**From:** MJ T <markjtuban@gmail.com>  
**Sent:** 19 April 2023 21:44  
**To:** Forward Planning  
**Subject:** Regulation 19 Stage Barnet Local Plan

**\*\* Warning External Email \*\***

Hi,

Thank you for your recent email of March 22.

I am writing in again to renew and also add to my original representations made in relation to the proposed development of Bunns Lane car park.

On your plan, this relates to

- EXAM 19 item - [EXAM 19 - LBB Note on Small Sites.pdf \(barnet.gov.uk\)](#)
- Original representation - [id138 - mark tuban - redacted.pdf \(barnet.gov.uk\)](#)

My original representation is as per the above link. My additional representations are as set out below.

Again, I want to draw your attention to my horror at these original proposals, and the massive deterioration in the quality of life this will have for residents in Langley Park. I would also ask the question as to whether this development might not contravene the 2010 Equality Act in terms of access to town centre services for disabled and elderly Mill Hill residents.

### Additional representations

#### **1. Composition and Noise**

The text around site 33 indicates a mixed development of hotel, car parking and residential with an indicative residential capacity of 43. There is no indication how this or the footprint, placement and height of any building is calculated. We have massive concerns about any increase in noise and disturbance.

#### **2. Privacy and Light**

Langley Park slopes down from Buns Lane and already the north side of the car park is around 12-15ft higher than the pavement/road level. There is a massive concern that a building on the car park could seem overbearing when viewed from Langley Park and that many properties would suffer from loss of natural light. Properties at the top end of the road could also be overlooked.

#### **3. Air Pollution and health**

Roads, railway, and motorway are in close proximity Langley Park. It is important that there is no increased air pollution for residents - especially elderly residents or those with medical conditions - including that caused by any increase in traffic in this part of Bunns Lane.

Indeed air and noise pollution should be an important factor for locating any residential dwelling so close to motorways, roads and railway. This pollution would only become worse with the inevitable congestion that such a massive development would bring - and could impact residents who have a reasonable right not to have their health compromised.

I would highlight the 2016 report 'Every breath we take' published by the Royal College of Physicians and the Royal College of Paediatrics and Child Health in 2016 which I understand identified that aside from living in deprived areas, living near busy roads (like the M1) might make people with pre-existing medical conditions more vulnerable to air pollution. This would affect not only residents in nearby roads like Langley park, but also residents in any new development.

I would like to ask, please, if any major study or assessment has been done in relation to this by Barnet which would be available for public scrutiny and in which Barnet can prove there would be no increase in existing air pollution as a result of such a major development and the impact on traffic and congestion in the surrounding Broadway area and streets that this would produce. In

relation to air quality and pollution, I would point out that Barnet Council The Council is responsible for monitoring and achieving compliance under Part IV of the Environment Act 1995.

#### **4. Parking Congestion and Equality**

First, due to the proximity of Langley Park to both the town centre and the railway station, Langley Park has already suffered for a very long time with regards to lack of parking spaces in the road. This has impacted the lives of residents who have a reasonable and legitimate need to park in their own road. Any development would exacerbate this issue even further and turn Langley Park into an overflow parking area.

Second, Bunns Lane car park is not just for those using the station but it also serves those in the local community who want to make use of the facilities in Mill Hill Broadway Town Centre and Mill Hill Broadway Station. Indeed in previous documentation the Bunns Lane car park is referred to as the Shoppers' Car Park. Loss of car parking could be detrimental to the Town Centre.

Third, it could also be extremely detrimental to (especially) elderly or disabled shoppers and travellers who under the law, should not face discrimination in having proper accessibility to facilities of the town centre and/ or rail station. This might contravene provisions in the 2010 Equality Act against indirect discrimination and providing reasonable access to these facilities.

Fourth, the current car park is well used, bringing in significant revenue for Barnet. We believe that an increase in its capacity will be needed and we suggest that a two storey underground carpark should be provided to replicate the existing station/shoppers carpark and to accommodate the needs of any additional new residents. Also note that rugby fans make use of the carpark when Saracens are playing at home. The free bus service runs from Mill Hill Broadway.

#### **5. Access to Mill Hill Broadway station**

Currently there is an entrance to the station from the car park. Loss of such an entrance would be particularly inconvenient for those pedestrians approaching the station from Buns Lane either by foot or from the car park.

#### **6. I would suggest a change to the site description as follows:**

Site Description: Comprising the car park (184 spaces) for Mill Hill Broadway Station and the Town Centre. The car park is also used when Saracens are playing at home. The site is immediately adjacent to the Midland Main Railway on the eastern boundary, with the raised M1 carriageway immediately beyond. Mill Hill Broadway town centre is immediately to the east to the east. To the west is low-rise housing.

Sincerely

**Mark Tuban**