

To: planning@camden.gov.uk

30th October 2023

Dear Kristina Smith and Planning Officers

Planning Application 2022/5320/P – Former Mansfield Bowling Club

Residents in the local area are concerned that the current application to develop the Mansfield Bowling Club site will reverse all previous initiatives to reduce traffic and pollution. These were designed to increase the safety of the surrounding streets. Those initiatives included the Healthy School Streets (in particular, phase 4) which have resulted in significant expenditure by Camden and the implementation of traffic restrictions in the access streets to the sole entrance to Mansfield Bowling Club (in Croftdown Road).

You will be aware that the surrounding streets and access roads to the entrance to Mansfield Bowling Club are now effectively single file from all points of the compass. Some of those initiatives are currently underway with the restrictions of traffic access times at the Easterly end of Croftdown Road outside Brookfield School being partially completed. There have also been narrowing of streets to deter traffic and reduce speeds in Croftdown Road, York Rise and Dartmouth Park Road.

There is now a well-advertised consultation phase of the **Dartmouth Park Healthy Neighbourhood** scheme which is attracting great interest in the neighbourhood and across the two boroughs. The project is due to report in the New Year. It is very clear that residents are acutely concerned to reduce traffic and enhance the quality and safety of these streets.

The measures adopted in the Healthy School Streets Report have attracted positive responses. Through traffic has been reduced substantively around Chetwynd Road and measures are sure to be extended in the MBC neighbourhood where these access streets are so well used by pedestrians and cyclists. It should not be forgotten that the La Sainte Union School shares its facilities throughout the day with the four neighbouring schools. The joint use of campus amenities by the students will increase resulting in many more students walking between the schools at peak traffic times. Further, it is highly likely that the consultation will result in further traffic calming and reduction measures to protect the streets for pedestrians and cyclists.

The basis for planning decisions is the Development Plan, with a requirement of decision makers to have regard to other material planning considerations in determining planning applications. The overall tests and requirements are therefore to address the policies of the Local Plan, London Plan and NPPF. The TPA's Transport Note (submitted as an objection to the development) makes reference and relates its objections back to these tests. These Healthy Neighbourhood consultations and documents would be seen as "material considerations" which the Council should consider in their determination of the planning application as to whether the scheme contravenes the Development Plan policies and NPPF requirements.

While the current **Dartmouth Park Healthy Neighbourhood** consultation is ongoing and the project has yet to report on findings and recommendations, no step should be taken by the planning department that would undermine or prejudge the Healthy Neighbourhood's assessment. It is very clear from the TPA Transport Note submitted within the planning application consultation that the development will not reduce traffic, but increase it. That is contrary to the current traffic calming actions by Camden and certainly cuts across the previous Healthy School Street measures (and would render them a total waste of money).

We invite the planning officers to await the outcome of the **Dartmouth Park Healthy Neighbourhood** proposals. Any decision taken on the MBC planning application before the report is completed would thwart that project by prejudicing and confounding any proposals. When the Healthy Neighbourhood project report is published, its proposals should be given weight as material planning considerations under s.38C of the Town and Country Planning Act with an opportunity given for submissions on the assessment of the impact of the development on the objectives and initiatives which result in harm contrary to the transport and highways policies of the Development Plan and the NPPF.

Please acknowledge safe receipt and confirm this has been uploaded to the planning objections' web page.

Sincerely

Neil O'May and Nancy Biggs.