

Comment on a planning application

Application Details

Application: 18/0549/FUL

Address: Chalkers Corner Junction At Junction Of Lower Richmond Rd South Circ And Clifford Avenue Richmond

Proposal: APPLICATION C: Reconfiguration of Chalkers Corner traffic junction, to include existing public highway and existing landscaped and informal parking area associated to Chertsey Court, to facilitate alterations to lane configuration, a new cycle lane, works to existing pedestrian and cycle crossing, soft landscaping and replacement boundary treatment to Chertsey Court.

Comments Made By

Name: Mrs madeleine baines

Address: 11 Denbigh Gardens Richmond TW10 6EN

Comments

Type of comment: Object to the proposal

Comment: 1. The proposed layout of Chalker's Corner does not meet LBRUT's Core Strategy as set out in the LBRUT Development Management Plan. In particular CP5 DM TP3 on Enhancing Transport Links states that:

Policy DM TP 3 Enhancing Transport Links: New developments will be expected to create or improve links with the local and wider transport networks, including links to the cycle and pedestrian networks. All new developments must be designed to improve accessibility including:- 1. Maximise permeability, with safe, convenient, accessible and appropriate road, cycle and pedestrian routes within and in the immediate vicinity of the scheme, as well as accessible walking and cycling links to the wider transport network including to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools.

And

Designers should consider how their scheme links to local amenities such as shops, community facilities and open spaces and provide direct and easy to use road, cycle and pedestrian access routes within the development and fund improved linkages for cyclists and pedestrians in the vicinity, and bus stops or bus standing facilities if agreed with TfL, in line with the Planning Obligations Strategy or any subsequent updates, including the Community Infrastructure Levy (CIL). New pedestrian routes should be based on the TfL guidance Improving Walkability. Cycle provision should take account of measures identified in the TfL Cycling Action Plan.

TfL's Streetscape Guidance (2017) directs designers to the London Cycling Design Standards and also states (p114):

Good design should provide cycle routes which are safe, continuous, clear, coherent and attractive.

And

The level of service offered at junctions and crossing points is a key determinant of the overall provision for cyclists.

With the introduction of wider carriageways, a 7-lane section for vehicles, staggered crossings, narrow pavements and no consideration given to safe routes for cyclists or pedestrians through this complicated, 5-armed junction, the proposal needs to be reviewed. It does not enhance transport links and does not provide safe, convenient, continuous, accessible and appropriate routes for either cyclists or pedestrians.

2. In addition, Sections 5.4. 1 of the LBRUT Development Management Plan states:

5.4.1 The Development Management policies for Transport and Parking are designed to take forward Core Policy 5 and to complement the Borough's Local Implementation Plan. The Core Policy (CP5), in line with National and Regional guidance and plans, seeks to promote sustainable travel by means of appropriate location, encouragement of the more sustainable modes of travel and other means to reduce the need to travel by private vehicle, with the aim of improving accessibility and reducing congestion and pollution. Once again, the proposed layout of Chalker's Corner does nothing to promote sustainable travel or improve accessibility.

See below for referenced documents

LBRUT Development Management Plan

https://www.richmond.gov.uk/media/11616/final_development_management_plan_adopted_nov_2011.pdf

TfL's Streetscape Guidance (2017) <http://content.tfl.gov.uk/streetscape-guidance-.pdf>