

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

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Comments

Type of comment: Object to the proposal

Comment: The proposed density of the site is too high. Were it lower I would be supportive in principle. The existing infrastructure - including roads and services is insufficient to be able to happily accommodate such a large development. The pollution levels in the area are already too high and this would increase these levels. The traffic immediately bordering all areas is at standstill or very slow moving already at rush hour and other times. The development will worsen this especially at Chalkers corner - where the proposed traffic scheme is inadequate. And especially at mortlake roundabout where there are already frequently issues because the train crossing barriers are down. There are no proposals to improve this. There are no proposals for GP services to support the development. There are no proposals for improving public transportation to support the development.

In particular I believe that the eastern half of the site is extremely dense in layout far exceeding the GLA's existing London Plan guidelines on development density. The compressed layout, where individual residential blocks are very close to one another, especially the higher blocks, creates issues of overlooking between dwellings, and significant shadowing of open spaces in the public realm. Any detrimental effect

(loss of light) on existing properties, particularly in the north west of the site, will need to be further assessed. The proposals still exceed the height constraints in the Council's Planning Brief for the site published in 2011, especially in the north-west of the site where blocks are proposed from 3 up to 5 storeys. The area of land allocated to the school is not sufficient; it will provide a sub-optimal experience for pupils in that there is limited space to play and circulate. If a school is to be built on this site, then it needs to have a smaller capacity or more land needs to be allocated. There are too many parking spaces planned. In total 703 parking spaces have been allocated for residents and visitors. 1,200 pupil school will generate a significant increase in traffic and movements at morning peak hours, particularly by public transport and bicycle. The traffic assessment has not adequately assessed this impact, particularly regarding pedestrians. The Chalker's Corner changes will not resolve the issue of increased traffic. The developer's plans include major road works at Chalker's Corner, aimed they claim, at improving traffic movements at peak hours. This is far from conclusive and may indeed simply attract further through traffic. The proposals do not include a strategy for public transport. Public transport in this area is extremely weak compared with surrounding parts of London. There is no prospect of more trains ever stopping at Mortlake and now, even the 209 Route is under threat of a reduced service under the proposals to extend the 485 bus service. Little mention is made of the 190 bus service from Richmond over Chiswick Bridge to Hammersmith and the opportunity of increasing its frequency. This needs to be re-examined. There is no plan to address the pedestrian and vehicular risks at the Sheen Lane level crossing. Network Rail's own risk assessment of this crossing scores it highly on both individual and collective risk and gives it the highest risk category: it is the 4th riskiest CCTV crossing on the Wessex Route. It identifies vehicle-pedestrian as the main risk. The development at the Stag Brewery will increase use (vehicles and pedestrians) of this crossing at peak periods. Increased traffic will lead to further delays, greater frustration and an increased likelihood of accident. The planning application needs to address this in conjunction with the Borough and Network Rail. Mortlake has a small amount of open green space of which the brewery's playing fields represent 53% by area.