

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: Richmond and Twickenham Friends of the Earth Ms Joanna Waddy

Address: 25 Evelyn Road Richmond TW9 2TF

Comments

Type of comment: Object to the proposal

Comment: Richmond and Twickenham Friends of the Earth objects to this unacceptable application to widen the road at Chalkers Corner on the grounds of the additional air pollution, noise and disruption that will be caused to residents of Chertsey Court and other local people.

During summer 2017 Richmond and Twickenham Friends of the Earth undertook nitrogen dioxide monitoring using diffusion tubes at 20 sites across the London Borough of Richmond selected by local residents. Two tubes were placed close to Chalkers Corner, one on the roadside opposite Chertsey Court and one in the grounds of Chertsey Court close to the area of garden that would be taken away by the road widening.

The measurement on the roadside was 61.74 microgrammes per cubic metre ($\mu\text{g}/\text{m}^3$) which is similar to the Council's own annual average reading of 57 $\mu\text{g}/\text{m}^3$ at Chalkers Corner. This is well over the EU target limit of 40 $\mu\text{g}/\text{m}^3$. These exceedances indicate that the Council should already be taking action to reduce air pollution at Chalkers Corner. Inside the grounds of Chertsey Court the reading was much lower at 30.2/ $\mu\text{g}/\text{m}^3$, demonstrating that the mature trees and shrubs that would be destroyed by widening the

road are providing an extremely valuable function in improving the air quality close to residential buildings.

We therefore believe that the Council would be in breach of its duty to residents of Chertsey Court and other local residents if it granted this application and we believe that any decision to do so would be open to legal challenge. We cannot see any way in which the Council can legally authorise this work when the Council's own current, although outdated, Air Quality Action Plan (2007) contains measures such as "Measure 29 - Refuse planning consent for activities, which are likely to lead to a significant worsening of air pollution in 'hot spot' areas". We do not find that the developer's own air pollution report by Waterman, concluding that widening the road will improve air quality, is at all convincing.

We also find it completely unacceptable that road widening and destruction of mature trees and a garden should be proposed at a social housing development. We question whether the developer be suggesting this scheme if Chertsey Court was a luxury mansion block since the opposition and compensation payable for decline in property values would be so great. Many of the residents of Chertsey Court are social housing tenants, including large numbers of elderly people and children who are more vulnerable to air pollution than the average resident, and less able to speak up for themselves. We are told that letters to Richmond Housing Partnership (RHP) have gone unanswered, that it no longer has any regular tenant involvement officers working at Chertsey Court and that it is only very belatedly planning to carry out some consultation with residents for 2 hours on a Friday lunchtime. This is also completely unacceptable when the health and wellbeing of so many potentially vulnerable people for whom it has responsibility is threatened .

Finally it doesn't appear that widening the road at this point will do anything to alleviate the overall traffic problem in Mortlake anyway as all the traffic will just be funnelled into a bottleneck further down the road and/or brought to a halt at the railway crossing. The only way to start to address the problems that already exist and which will be exacerbated by a large development at the Brewery is to ensure that the development itself does not encourage car ownership/use and that a variety of other means of transport, including walking, cycling and better public transport are prioritised instead.