Reference: FS27944681

Comment on a planning application

Application Details

Application: 18/0549/FUL

Address: Chalkers Corner Junction At Junction Of Lower Richmond Rd South Circ AndClifford AvenueRichmond

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: The Kew Society Ms Alice Shackleton

Address: 13 Ruskin Avenue Kew Richmond TW9 4DR

Comments

Type of comment: Object to the proposal

Comment: (our comments are on 3 forms - Form 1)

The Kew Society, whilst recognising that there are some positive aspects to these proposals, objects to the applications for the reasons set out below.
The site is not in Kew but the proposed development will affect Kew in several ways that would adversely affect the area and the amenity of residents.
Density of the proposed development
We do not propose to comment in detail on this point but the density of residential provision and the substantial parking provision (despite being at rates below the Council guideline) on site, will lead to much greater vehicular movements. This leads to our comments on Traffic impact.
Impact on Traffic
The main application sites are squeezed between the River Thames and the railway line. Physically, therefore, there is little scope for alteration of the existing infrastructure to absorb and accommodate such

a major development.
The application site is already poorly served by public transport. Indeed it is rated as PTAL 1 (in part) and PTAL2 for the remainder. Bus services noted by the applicant comprise only 4 of which one, 969, runs only two days a week between Whitton and Roehampton, and the 419 links Richmond and Hammersmith by a meandering route through housing estates.
Mortlake railway station is a stop for the slow trains to Waterloo, which are heavily used at present, particularly at rush hours. The level crossing is a safety concern for pedestrians and also vehicles and Network Rail has indicated that it will oppose the development on safety grounds.
The applications do not make strategic provision for improving and integrating public transport with the development. Thus either an untenable additional load will be placed on strained public transport or more vehicle traffic movements will be generated.
The density of housing on the site as well as the planned commercial and educational uses together with care facilities for older persons will necessarily generate more vehicular traffic, especially in light of the poor provision of public transport. Parking provision on the application (despite being reduced to 0.75 per housing unit from the Council's generally required 1 per unit) is substantial. The application 18/0458 for the part of the site west of Ship Lane is outline – providing for a 1200 pupil secondary school and other social uses. These uses in themselves will generate additional traffic (deliveries, staff, parents/pupils, residents of care homes etc) but should changes to the application in future lead to greater residential use then presumably there would be even more vehicular use.
Those vehicles will need to use an already very congested road network in the Mortlake area. Roads in the vicinity of the site are narrow and already congestion is a concern of local residents.
The traffic generated by this development will be "decanted" onto the South Circular Road leading to Kew Bridge to the west and towards Hammersmith and Putney to the east and the A316 leading west to the M3 and east into London via the A4. Hammersmith Bridge to the east is not fully open due to ongoing structural repairs and due to its narrowness and age any additional traffic generated from this site towards Hammersmith will increase congestion in that direction and may simply not be physically possible.
Kew Bridge is narrow and becomes a bottleneck at peak times as it is a complex junction : on the north side it faces the merging of the Brentford Road, Chiswick High Road, the slip road to Strand on the Green ; on the south side, the South Circular and Kew Road: all coming together at the Bridge.