

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: I write with reference to all 3 applications 18/0547/FUL/; 18/0548/FUL; 18/0549/FUL.

This scheme has been so long in development that thinking nationally and within Greater London, and in the draft London Plan, has moved on considerably, and the premises on which it is based are now out of date or deeply unfashionable, such that the proposal no longer reflects current aspirations.

The Council should question it on planning and architectural grounds, and on economic, environmental and sustainability grounds. Richmond Borough is privileged in having an extensive river frontage and the Mortlake site is an opportunity for a groundbreaking and intelligent solution rather than mundane banality that has little claim to placemaking or reference to the existing grain. The Council should look to architecturally award-winning, sustainable waterfront and canal-side development in East London, where real communities have become established, rather than over-scaled impersonal development in Fulham and Battersea, where financial gain appears to be the driving factor.

The scale is intense, and aims to provide accommodation and facilities that cannot be supported by the infrastructure. The proposal (18/0549/FUL) for Chalkers Corner may theoretically and temporarily ease traffic flow, but cannot be regarded as a long-term solution. Adding more capacity for vehicular traffic, where the existing rail service runs at capacity at peak times, and where flow is limited by a level crossing and narrow bridge at Barnes Bridge, runs contrary to the current riverine village character of Mortlake and Barnes, and cannot be seen to improve air quality.

The restricted site of the proposed secondary school (18/0548/FUL) does not allow for physical expansion or provide a spacious and healthy learning environment for students or staff. It is planted in new development and has little bearing on the existing or proposed community.

Architecturally, the scheme is deeply depressing and ignores the existing grain. Adjacent riverside houses are generally low to medium rise, in C18 dark red or brown brick or London stocks, or sympathetic later C20 development rather than the pastiche mansion blocks suggested here, which have never been typical of Mortlake. The malthouse is currently the most prominent building on the site and does not justify replication in poorly-detailed blocks of housing that create a false landscape that only relates to its past in the replication of place names such as Bottle Court. The use of computer generated templates of typical building types - the mansion block or the industrial warehouse - as models for the site do not suggest any deep understanding of the site or of architectural precedent, nor of high quality, contemporary design.

I would urge the Council to carefully consider whether this scheme in its current form is worthy of approval.