

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 proposals to change the junction at Chalker's Corner, which offers limited transport benefit, will move the traffic closer to the residents. This will have a devastating impact on Chertsey Court residents:

- Increased poor air quality and pollution due to increased traffic generation; it already exceeds EU pollution limits
- Increased noise and disturbance
- Loss of 'Other Open Land of Townscape Importance' (OOLTI) protected land contravenes planning policy
- Loss of mature trees

In recent years, much new accommodation has been built in Mortlake and Barnes – the traffic congestion has steadily become worse. While the building may have been piecemeal, the impact on traffic has been cumulative. There has been little planning to accommodate this increase.

Similarly, with this development, there is no strategic approach to resolving traffic congestion – it needs to

be a combined effort with TFL and the Council. The size of this development will exacerbate a worsening situation with harmful impacts affecting all road "users" including bus passengers, pedestrians and of course people living by them. An estimate additional 500 car journeys are estimated to arise from this new development.

The specific concerns are:

- 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 planning application needs to promote a smaller increase in car usage along with improved public transportation.

Public Transport and the Level Crossing

Stated in the 2011 planning brief: "The Council must be assured that transportation and highways issues can be satisfactorily addressed through the proposals. The consultation process identified a number of transport issues in the area which included concerns about impacts on road congestion, existing bus routes...". This planning application has not addressed these issues satisfactorily.

- 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.