

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: THIS NOTICE IS TO ADVISE THAT AMENDMENTS HAVE BEEN RECEIVED. THE PRINCIPAL CHANGES ARE AS FOLLOWS: DESIGN REVISIONS FURTHER AND REVISED INFORMATION 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 revised application has such negligible changes it is effectively unchanged. It ignores ALL the prior objections (over 1000) on the 3 linked applications in 2018. I therefore repeat my previous comments, with the addition that the Hammersmith Bridge issues, which look likely run for many years, exacerbate many objection elements (traffic/transport, health and safety).

To repeat – the overall the proposal fails 12.16: Town Planning Statement - a “well-designed scheme which responds to local character”. Objections cover 18/0547-0549:

Density: A 40% uplift to Mortlake population from the small footprint (excludes the school) is excessive. The crammed design is out of character locally. Proposals exceed the Mayor’s Density Matrix (habitable rooms/Ha) & breach on units/Ha. All measures materially exceed current Mortlake density.

Character: 8 storey modern blocks are out of local character (2-3 story houses/low-level blocks). This befits a city development not a suburban green development. Many blocks exceed the Council’s planning brief height. The development will impact visual amenity in the area especially from the river/towpath.

Development mix: A Cinema is not necessary. Richmond, Barnes, Putney have more accessible cinemas. There are no healthcare facilities – existing GP practices are overburdened. The relative proportion of affordable housing & elderly/care housing must be “minimum of” rather than “up to”.

Open space: There will be a loss of open green space. Existing grass pitches (2.06 Ha) could be utilised further by the community. They are of historical significance & must be safeguarded. Proposals replace most of this grass with 3G/artificial surfaces. Appendix 15, “Open Space & Playing Pitches Assessment” implies an increase in green space (3.06 Ha) – this is misleading. It includes a School (not grass or public) & private gardens = 56% of 3.06 Ha. 16% is courtyards, mainly overlooked/restricted sunlight. The last 28% “Public Green Space” is mainly grass verges/planted trees (that on technicality are called open space). The only notable element is the Community park.

School: Invest now in currently underutilised secondary schools to meet future demand. The planning brief was for a primary school, a greater priority. 1200 students is too many (cramped, dense site, impacts on transport). Community use of school facilities on this site (4pm-10pm) will only worsen traffic.

Transport: Currently local roads (Sheen Lane, URR, LRR, Mortlake high st & residential roads) are consistently gridlocked.

Additional traffic from new residents, visitors, teachers, school runs, the hotel, supplier & commercial users will dramatically worsen this. Gridlocks will likely exist from 7-7 every day. Decreasing unit density & reducing the (primary) school size will soften this adverse impact. Mortlake rail station is already overutilised on peak services. Adding 40% population is not viable.

Pollution: Current air quality levels are dangerous on some local roads (exceed EU limits). Additional traffic will worsen this. Thomson House school is on sheen lane (dangerous pollution levels). Increased standing traffic at the level crossing will raise pollution levels affecting children - their health must be a priority. The air quality report is complex, unclear & does not qualify assumptions: What assumed increase in traffic? What relief from the Chalker's corner proposal? Unquestionably air quality will deteriorate with the proposals, with noise pollution worsening.

Chalker's corner: The removal of mature trees & green space from Chertsey Court will adversely impact residents (noise, pollution, overlooking). The proposed second left lane (approaching Chalker's from LRR) will have limited impact as the bottleneck is at subsequent traffic lights. Much left turning traffic then turns onto the Sth Circular to Kew so the 9 extra vehicles spaces noted cannot be utilised in full. A more holistic transport solution must be investigated.