

## 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

**Name:** Mr Michael Dallas

**Address:** 22 Hillersdon Avenue Barnes London SW13 0EF

### Comments

**Type of comment:** Object to the proposal

**Comment:** I object to the proposed development on the following grounds:

General:

The proposals do not adequately address the physical and environmental constraints to which the site is subject, principally, access to and from the site both during construction and after completion and the atmospheric pollution which is already above legal limits.

This, together with the more detailed comments below provide grounds for refusal.

Traffic:

1. The Transport and Access Statement states that the proposed minor alterations at Chalkers Corner are likely to result in the additional traffic generated by the proposed development having 'no adverse and some beneficial effects' on driver delay times at peak hours. This is unbelievably optimistic and understates the likely impact of traffic generated by the site, particularly at peak times.
2. The proposed mitigation works at Chalkers Corner are woefully inadequate. They make no provision for freeing up traffic going to Kew Road which frequently clogs up the junction. There are no proposals to improve traffic flow or access to Chiswick Bridge Road
3. A radical rearrangement of this junction is required, for example a split level junction allowing free movement of traffic on the A316.
4. There are no proposals to improve the junction of Mortlake High Street and Lower Richmond Road which is already a choke point for traffic.
5. There are no proposals to improve traffic flow to Mortlake Station Level Crossing, the tailbacks from which clog up the mini roundabout at the junction of Mortlake High Street and Lower Richmond Road
6. There are no proposals for improving the wider impact of the increased traffic generated by the development on neighbouring communities, for example Barnes High Street.
7. The volumes of traffic generated by the development appear greatly underestimated and based on only one third of residential units. On site parking provision should be significantly reduced to discourage vehicle numbers and movements.
8. The low volumes of traffic generated during construction will depend on 'site discipline'. Contractors are unlikely to adhere to such discipline, resulting in higher traffic flows.
9. Appendix 8.1, Transport Assessment, to the Transport and Access Statement is not included in the published documents

Timing:

1. The busiest year for construction traffic is estimated at 2022. This implies a construction start in 2019-2021.
2. Since the closure of Hammersmith Bridge traffic along Mortlake High Street and Lower Richmond Road is even more heavily congested than normal resulting in delays of 45 minutes or more at peak times.

3. No construction should start before Hammersmith Bridge is fully re-opened, currently estimated at 2022 at the earliest.

Density:

1. The proposed density of residential development and other aspects of the development, of up to 8 storeys, is out of keeping with the existing Conservation Areas which comprise 2-4 storey buildings and must be reduced.

2. This will also reduce the impact of traffic.

Public Transport:

1. There are no proposals to improve public transport to the site which is already poor.

2. There must be additional buses which should be coordinated with the needs of surrounding communities.

3. Unfortunately, additional bus stops and pedestrian crossings will further obstruct the free flow of traffic.

4. Trains from Mortlake Station are already over-crowded. This development will only add to this.