

Officer LTH Application 18/0549/FUL Address Chalkers Corner Junction At Junction Of Lower Richmond Rd South Circ And Clifford Avenue Richmond

210

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.

Comment Type Object to the proposal

Contributor Mr Barry Woodward, 46 Nowell Road, Barnes, London, SW13 9BS

Email [REDACTED] Tel [REDACTED]

Comments Whilst acknowledging the need to provide more housing within urban areas this proposal as a whole shows wanton disregard for the consequences to those people already living in the vicinity, and to reserving the feel of the area:
The decimation of the existing green space is unacceptable. The designers should be forced to stay within the bounds of the brown site (existing brewery etc) for all the new building works including houses, flats, school and additional facilities, even - or especially - if this means downscaling the whole thing in terms of numbers of units.
The population of Mortlake will increase by nearly 50% and the estimation of extra vehicle ownership, traffic and parking is fatally flawed: the road out through Mortlake High Street to the A316 is a major access route (Lower Richmond Road - LRR) for people in the whole of Barnes as well as a through route for commuter traffic going to Hammersmith Bridge.
It's bad enough now if one car sits on the roundabout between the brewery site and the Sheen Lane level crossing while it's down - the roads grid-lock for sometimes 15 minutes while trains go through. The extra traffic feeding in from this new development will make it purgatory - even without the barriers coming down for trains.
And Chalker's Corner - what a mess! There is a plan to widen the road in front of the flats on the North side of the LRR here - but this also misses the point. It's traffic coming out of the LRR that needs some flow mechanics. Short of widening the road on this side (and losing the car parking for the houses on the corner in the process) there needs to be a sign telling drivers who wish to turn left then move to the middle (to turn right at the lights into Mortlake Road/South Circular Road) to use BOTH lanes on the A316 and filter across. So many times the 2 lanes going straight down the A316 to Richmond are empty because one car, truck or bus has pulled across them to be at the back of the turning right queue and nothing else can pass them on the inside. More grid-lock
A proposal like this in this location requires the developers to be seen to be using innovative solutions to solve environmental problems of their own making and not just leaving them for others to sort out [REDACTED]
[REDACTED] This is clearly not happening here and a major re-think is necessary before it's too late.

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