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APPLICATION 18/0549 / FULL APPLICATION C
COMMENTS MADE BY: MR GRAHAM KENCH
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TYPE OF COMMENT: OBJECT TO THE PROPOSAL

COMMENT: Chalken's Corner has been a bottleneck for years. Noise levels are high and air quality is poor. Nitrogen Dioxide (NO_2) levels exceed E.U. limits by 70% and the area has been designated an Air Quality Focus Area (AQFA) by the Council. Particulate pollution is also high and there are no safe limits for this type of pollution.

Inevitably there will be a significant increase in traffic generated by the new development ^{and this scheme} involves widening the junction with a view to speeding up through traffic.

The proposed land grab at the apex of Chetsey Court will adversely affect the residents of Chetsey Court by bringing polluting traffic closer to their homes and removing many mature trees which are visually pleasing and provide a green shield from the worst of the pollution.

Parking is a major problem for residents living on the South side of Lower Richmond Road between Chalken's Corner and Kingsway. There is private parking in Chetsey Court,

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Watney Road and Hanson Close. Williams Lane is also not available as the garages of the houses in Watney Road open on to it.

Lower Richmond Road, Shalstone Road and Kingsway consist of terraced houses, maisonettes and flats.

This leaves a relatively short section of unrestricted parking from just around the corner from Kingsway up to the bus stop. There is also a small parking area at the junction. The planning application shows a new bus stopping area which would ^{take} up about 6/7 parking spaces and a cycle lane from the bus stop up to the start of the junction. The ^{proposed} cycle lane is only about 80 metres long and runs along a section of road where parking is currently permitted from 7pm to 7am Monday to Saturday and all day on Sundays.

On the North side of the Lower Richmond Road there is also a single yellow line from the end of the red route ^{at} Chalken's Corner, past the playing field, and up to the brewery. This permits parking between 6:30pm and 8am Monday to Saturday and all day Sunday. But, no-one parks on this side of the road as it would cause traffic chaos.

The proposed cycle lane is ridiculous; who on earth would use such a short section. Cyclists would use the pavement like they do at the moment, even though it is only 2.2 metres wide, ~~and~~ and despite it being illegal and extremely dangerous for

pedestrians who cannot hear cyclists coming up behind them because of the traffic and aircraft noise. Cyclists do not appreciate being told it is illegal to ride on the pavement.

The section of road where it is proposed to put this cycle lane is very useful for local residents who often find it is impossible to park anywhere else after about 7 pm. and on Sundays it is useful for loading the car with garden waste and other items to take to the Re-cycling Centre. A cycle lane would prevent stopping or parking at any time.

The developers have said that parking for local residents will be controlled by a CPZ. CPZ's were introduced originally ~~to~~ to stop all day commuter parking. A CPZ only gives residents a right to park; they do not mean that a space will be available. On the Lower Richmond Road we have always resisted a CPZ because they usually operate for an hour or so each day and although parking has become more difficult during the day over the years it is not impossible. The problem is in the evening and this will become even worse as a result of evening events at the brewing sites e.g. cinema, restaurants, bars, school evening meetings etc.. Why should existing local residents

have to pay for a parking permit because of a development on their doorstep which generates more vehicles and traffic than the location can sustain?

This scheme is estimated to cost £8m and ~~is scheduled to~~ the works are scheduled to commence in April 2021 for completion in April 2022. It is unlikely to act as more than a temporary "striking plaster" at current traffic levels and if it does speed up the traffic flow it is likely to have the unintended consequence of attracting more traffic to this route and thus cancelling any benefits out.

If this scheme is to be funded from the Community Infrastructure Levy a much better use for this money could be found than wasting it on this ~~unnecessary~~ ^{unnecessary} and unwanted project.

