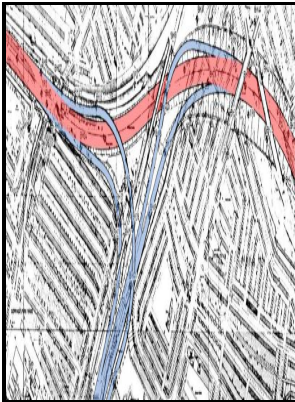


Ringway local plan - written statement.

Planning Department - Ringway 2 Western Section



Description: -

-Ringway local plan - written statement.

-Ringway local plan - written statement.

Notes: Ringway local plan-supplementary policies map and proposals map (2 folded sheets) as inserts.

This edition was published in 1987



Filesize: 40.48 MB

Tags: #Local #Development #Plan #2006

Ringway

Some fragments of suburbia would remain: a sliver between the railway and river, a little shard near the Hogarth Roundabout, a slice north of the A4 pressed up against the Chiswick High Road. This was the same report that also recommended the Western Environmental Improvement Route, a reworking of the.

Ringway

It would then run east underneath the Thames all the way past Putney, finally emerging on the waterfront at Wandsworth.

Ringway

Of the three plans that have come to light, two see Ringway 2 passing over or under Chiswick Roundabout and appear in material supplied to the panel to support objectors' statements, and their origins are obscure. Where the M25 meets the A12 at junction 28, a much more complex interchange would have been formed, with links not just to the A12 and a local road to Brentwood, but also free-flowing connections to the , which would approach from the west. The motorway would then run through Barnes Common, adjacent to the railway station, and join the north side of the railway towards Hounslow.

Ringway 3 Eastern Section

Turning west, the motorway would clip off the corner of the north stand at Selhurst Park football ground to reach the junction of the A212 Grange Road and Whitehorse Lane, which would become the next interchange - this time destroying one end of the shopping district at Thornton Heath.

Ringway

The exact shape and form of the interchange between Ringway 2 and the does not appear to have ever been fully settled. The demand for orbital travel that was projected between London's suburbs, and the nature of the existing South Circular, meant that plan was almost immediately abandoned. Besides, there was one other assumption that fuelled their thinking: it was fully expected that a high-capacity river crossing would exist near Thamesmead, taking much of the local traffic away from Dartford.

Examination

The demise of the ELRC was the catalyst for the Department to finally admit that two tunnels were not enough and to commission the new bridge at Dartford, which opened in 1991.

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