

TRANSPORT FOR LONDON (TFL)

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND) RULES  
2000

**SUMMARY OF PROOF OF EVIDENCE of Lucinda Turner, Director of Spatial Planning  
at Transport for London**

On behalf of the Mayor of London

**Appeal by:** Notting Hill Gate KCS Limited

**Site:** 43/44 Notting Hill Gate, 39/41 Notting Hill Gate and 161 – 237 Kensington  
Church and 161-237 Kensington Kensington Church Street (ODD), London

**Local Planning Authority:** The Mayor of London (the Mayor/the GLA)

**London Borough:** The Royal Borough of Kensington & Chelsea (RBKC)

**Borough Reference:** PP/17/05782

**Greater London Authority Reference:** GLA/3109a

**PINS Reference:** APP/G6100/V/19/3225884

**Date:** 8 October 2019

## Summary

1. My Proof of Evidence identifies that the proposed redevelopment of this site would support the delivery of key strategic transport policy objectives in the London Plan and Mayor's Transport Strategy, particularly a more accessible and inclusive transport network.
2. My Evidence addresses the policy context upon which this application is being considered. This can be summarised as containing clear policies at national, regional and local levels to deliver a more accessible and inclusive transport network for all; securing step-free access where possible, reducing additional journey times for mobility impaired users and reducing physical barriers to accessing the transport network.
3. In this instance, the aforementioned objectives would be achieved by the delivery of two new lifts and walkways to provide step-free access to the south/eastbound Circle and District line platforms at Notting Hill Gate London Underground station. This would also enable stair-free access to the Central line platforms in both directions.
4. My Evidence sets out how the delivery of step-free access to the south/eastbound Circle and District line platforms, alongside stair-free access both Central line platforms would bring significant benefits to users with reduced mobility. It would open up opportunities for step-free journeys to a variety of destinations, reducing the journey time disadvantages and interchanges currently experienced.
5. My Evidence sets out that step-free access to the south and eastbound Circle and District line platform at Notting Hill Gate London Underground station can only be delivered through the comprehensive redevelopment of this site and as such this proposal presents a unique opportunity to secure accessibility improvements at this location.
6. My Evidence also addresses the fact that the development of this site would only deliver step-free access to the Circle and District lines in one direction. I conclude however that the benefits are still significant and without the delivery of step-free access as part of this development, the opportunity would be foreclosed. I also

note that this would set an important foundation for securing step-free access in the other direction as part of any future development of the adjacent site and indeed at other development sites in London where similar opportunities arise, highlighting the importance of delivering step-free access and reducing inequalities on the transport network.

7. My Evidence notes that the proposed development would deliver other transport benefits in the form of a new public square, active frontages and cycling infrastructure, all of which would support strategic policy targets to increase sustainable travel in London.
8. To conclude, my Evidence sets out that the proposed development is a unique opportunity to deliver significant transport benefits that would not be possible outside the redevelopment of this site. The proposal accords with the relevant transport policies at all levels and on this basis, I wish to set out my support for this development.