

Transport for London

Date: 09/12/09

Our Ref:

Planning Services
Policy Team
Room 328
The Town Hall
Hornton Street
London
W8 7NX

Corporate Finance
Property Development

Windsor House
42-50 Victoria Street
London Transport SW1H 0TL

Phone 020 7126 3294

Fax 020 7126 2883

Email jonathancornelius@tfl.gov.uk

Dear Sirs

Re: Kensington and Chelsea Core Strategy

Please note that the following comments represent the views of officers in Transport for London, Corporate Finance Property Development (TfL CFPD) in its capacity as a significant landowner only and do not form a TfL corporate response. They should not be taken to represent an indication of any subsequent mayoral decision in relation to the emerging policy document.

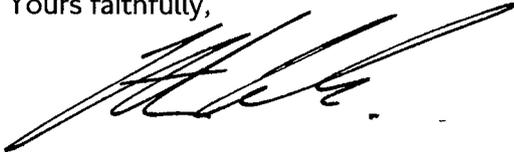
TfL, as a significant landowner of part of the Earls Court Regeneration Area (as well as the freeholder of Earls court itself), have been examining the future development opportunities as part of the wider strategic aspirations in the Earls Court Regeneration Area. As stated in 10.3.4 of the Proposed Submission Core Strategy, we will be closely involved in the planning and delivery of development in the area in conjunction with other key stakeholders such as other major landowners and local authorities. To that end we have been working with Capital & Counties to ensure an integrated approach for the land within the Royal Borough of Kensington & Chelsea is achieved from an early stage.

We therefore support their representations regarding the potential quantum of development in so far as we recognise the need for flexibility, whilst ensuring the development potential of the wider area is realised. We consider that the residential element could be increased from 500 to 1,000 dwellings to help optimise this potential, and that there is a sound basis for this increase in accordance with the London Plan.

We also support the provision for 10,000 square metres of non-residential use and the need for flexibility with respect to this allocation within the Royal Borough of Kensington and Chelsea.

Given the contents of this correspondence, and previous representations made on the emerging Core Strategy we would welcome the opportunity to attend any future Examination in our capacity as a major landowner.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Jonathan Cornelius', written in a cursive style.

Jonathan Cornelius MRICS

Business Manager

cc. Gavin Mitchell, Capital and Counties

Proposed Submission Core Strategy for the Royal Borough of Kensington and Chelsea with a focus on North Kensington

Development Plan Document

Local Development Framework

Publication Stage Representation Form

Please e-mail this form to: planningpolicy@rbkc.gov.uk

Alternatively send this form to:

Planning Services
Policy Team
Room 328
The Town Hall
Hornton Street
London
W8 7NX

For further information:

Visit our website at: <http://ldf-consult.rbkc.gov.uk>

Phone the LDF hotline on: 020 7361 3879

Responses must be received no later than midday Thursday 10 December 2009

Personal Details

Name:..... **Hanna Shaw**
Organisation:..... **Corporate Finance Property Development, Transport for London**
Address:..... **42-50 Victoria Street, London, SW1H 0TL**
.....
.....
Phone: **0207 126 2875**
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To be “sound” a core strategy should be JUSTIFIED, EFFECTIVE and consistent with NATIONAL POLICY.

“Justified” means that the document must be:

- founded on a robust and credible evidence base
- the most appropriate strategy when considered against the reasonable alternatives

“Effective” means that the document must be:

- deliverable
- flexible
- able to be monitored

“Consistent with National Policy” means that it is consistent with government guidance contained within Planning Policy Guidance and Planning Policy Statements

Do you consider the core strategy to be legally compliant?

Yes

No

Do you consider the core strategy to be Sound?

Please tick the appropriate box

If you have selected YES and you wish to support the legal compliance or soundness of the core strategy, please be as precise as possible when setting out your comments below

Please make it clear which Paragraph number, Vision box number, Policy box number or Objective box number you are commenting on.

Please attach additional pages as required

If you have selected NO do you consider the core strategy to be unsound because it is not.

Justified

Effective

Consistent with national policy

Please tick the appropriate box

Please give details of why you consider the core strategy to be unsound or not legally compliant. Please be as precise as possible when setting out your comments below.

Please make it clear which Paragraph number, Vision box number, Policy box number or Objective box number you are commenting on.

It is felt that the core strategy could be more affective through the recommendation of the letter attached.

Please note that the following comments represent the views of the officers in Transport for London Corporate Finance Properly Development (TfL CFPD) in its capacity as a significant landowner only and should not be registered as the TfL corporate response.

Please attach additional pages as required



Transport for London

Our Ref: 2009.12.01_South Ken_E_Comments on LDF

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Email Hannashaw@tfl.gov.uk

8th December 2009

Dear Sirs

Kensington and Chelsea Core Strategy

Please note that the following comments represent the views of the officers in Transport for London Corporate Finance Property Development (TfL CFPD) in its capacity as a significant landowner only and should not be registered as the TfL corporate response. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this policy document. The Mayor/GLA will be responding to your consultation process which will include a corporate TfL response on all TfL wide operational and land use planning/transport policy issues.

TfL as landowner:

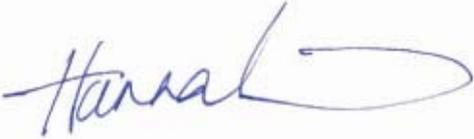
1. Paragraph **12.3.9** states that retail units could be introduced along the north side of Pelham Street, paragraph **12.4.3** also refers to Pelham Street having the potential for new retail development on the ground floor. From discussions at officer level we understand that this would weaken existing retail nodes in the borough which is not desirable. Additionally as land owner our agents have advised that the foot fall or even potential foot fall would not sustain retail along Pelham Street and therefore not be a deliverable solution. TfL therefore request that reference to retail along

Pelham Street is preferably removed or in the very least stated as 'Retail along Pelham Street is an aspiration of the borough's however will require market analysis on achieving a sustainable occupancy and leading to full regeneration of the station and surrounding area' .

2. TfL notes that under paragraph 12.4.4 that A) modernisation of South Kensington station to provide step-free access and B) improve the pedestrian foot tunnel have been grouped together in the last bullet point. TfL requests that the reference to the pedestrian foot tunnel be shown as a separate point. What needs to be addressed is whether there is a mechanism by which general s106 contributions could subsidise these improvements otherwise any over station development will have to pay for both the station improvements (including step-free access and congestion relief) and the pedestrian foot tunnel and this is not deliverable.

These comments represent an officer level view from TfL, and are made entirely on a 'without prejudice' basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this policy document. These comments also do not necessarily the views of the Greater London Authority, who will reply separately to this consultation with a GLA wide response.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Hanna', with a large, sweeping flourish extending to the right.

Hanna Shaw
Corporate Finance Property Development