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Dear Sir/Madam

**1-5 Kings Cross Bridge, 281 Pentonville Road and 368 Grays Inn Road, N1 9NW  
Application for Discharge of Condition 3 (Below Ground Design and Method Statement)**

On behalf of the applicant, UK Real Estate Ltd, we are instructed to apply for the discharge of a planning condition placed upon an existing planning permission.

Planning permission was granted on 15 August 2017 (Ref: 2017/1206/P) for:

*Variation of Condition 2 (approved plans) of planning permission reference: 2014/0371/P dated 26/08/2014 (for the erection of a three storey building comprising retail/restaurant (Class A1/A3) at ground floor and office (Class B1a) at first and second floors and roof top plant, following demolition of existing building) to amend the access from street to basement levels; raise the ground floor slab to allow access to underground tunnels; provision of basement services (cycle/refuse storage); alterations to upper floor layout; infill of approved void between first and second floor levels; provision of a full length facade to the ground floor elevation facing Kings Cross Bridge; revised materials for office entrance on Grays Inn Road and an increase in the height of approved plant screen, and Variation of Condition 3 (method statement) to allow some above ground development to commence prior to the submission/approval of the method statement for development proposed below ground level.*

This permission was an amendment to a previous planning permission (Ref: 2014/0371/P) dated 26 August 2014.

The planning permission was implemented in August 2017 through the demolition of the existing buildings above existing ground level. These details are now submitted prior to the commencement of works below ground level.

A total of 13 conditions were applied to the original permission. The amended permission replaced two of those conditions and also applied two additional conditions. This application provides details to discharge **Condition 3**.

In support of this application, in addition to relevant application forms and notices please find enclosed:

- A Safe Loading Assessment, prepared by Ramboll in conjunction with structural engineers from Transport for London (including appendices A – J); and
- A copy of the decision notice for the approved development, ref: 2017/1206/P.

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

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The relevant application fee of £116 will be paid separately.

Condition 3 states:

*No construction below ground level shall take place until a detailed design and method statement for all foundations and other development proposed below ground level which takes account of the adjoining operations and structures of London Underground, has been submitted to and approved by the local planning authority in consultation with the relevant rail infrastructure undertaker. The development shall thereafter be carried out in accordance with the approved design and method statements.*

The submitted assessment has been prepared by Ramboll, the appointed structural engineer for the development at this site. This has been prepared following detailed discussion and negotiation with engineers at Transport for London and London Underground.

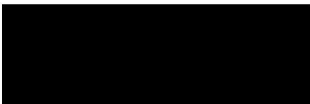
As a result, it has been confirmed that the development approach set out within this document will ensure the continued safety and usability of the adjoining operations and structures of London Underground which are adjacent to the development site.

This is confirmed by TfL through the signature of their principal engineer for infrastructure protection on page 3 (as number on the document) of the assessment.

Given this agreement, an appropriate design and method statement has now been prepared so as to meet the requirements of Condition 3 for discharge.

I trust that everything is in order. Should you need to discuss this application further, please do not hesitate to contact me using the details set out at the head of this letter.

Yours faithfully



Nigel Dexter  
Associate