

DP4866/JP/HW/JMP
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To whom it may concern,

NETWORK BUILDING (95-100 TOTTENHAM COURT ROAD & 76-78 WHITFIELD STREET) AND 88 WHITFIELD STREET, LONDON, W1T 4TP – PERMISSION REF. 2020/5624/P

APPLICATION FOR APPROVAL OF DETAILS PURSUANT TO CONDITION 17 OF OUTLINE PLANNING PERMISSION REF. 2020/5624/P

On behalf of our client, Derwent London Development Services Ltd, we hereby submit an application for the discharge of condition 17 of the planning permission referenced above. Please find enclosed the following:

- Northern Line Tunnel Impact Assessment.

The application has been submitted via the Planning Portal and the fee of £148.20 has been paid online

Planning permission ref. 2020/5624/P was approved by Camden Council on the 12th April 2022 for the following:

“Outline application for demolition of office building (95-100 TCR & 76-80 Whitfield St) and 7 flats (88 Whitfield Street) and construction of a new building to provide for a maximum of 17746 sqm (GIA) of ‘commercial business and service’ floorspace (Use Class E) along with details of access, scale and landscaping and other works incidental to the application. Details of layout and appearance are reserved.”

Condition 17 states:

“Prior to the commencement of development, confirmation that agreement has been reached between the developer and London underground on the detailed design and method statement for each stage of the development and demolition, shall be submitted to and approved in writing by the local planning authority.

The detailed design and method statements shall address each stage of the development for demolition and shall:



- a) *Include details on all structures, including foundations, basement and ground floor structures and any other structures below ground level, including piling (temporary and permanent);*
- b) *Demonstrate how the development accommodates the location of the existing London Underground structures and tunnels;*
- c) *Accommodate ground movement arising from the construction thereof; and*
- d) *Mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.*

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements.

No part of the development shall be occupied until such time as all structures and works required by the agreed design and method statements are completed in their entirety.”

Malcolm Howard, Principal Engineering Leader from Transport for London, assessed the proposals and on the 13th August 2022 confirmed that the impact from the works on the operational Northern Line tunnels and the deep level shelter are within a range that would be acceptable to Transport for London and therefore require no further information.

We trust that this submission is satisfactory to allow the discharge of the aforementioned condition in relation to the 'LUL Infrastructure Protection', but should you wish to discuss this then please do not hesitate to contact Hannah Willcock or Jack Playford of this office.

Yours sincerely,

DP9 Ltd.

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