

are likely and hence whether an assessment is required. Projects listed in Schedule 2 which are located in, or partly in, a sensitive area also need to be screened, even if they are below the thresholds or do not meet the criteria.

When screening Schedule 2 projects, the local planning authority must take account of the selection criteria in Schedule 3. (NPPG and Regulation 5(4)(c)):

1. Characteristics of development
2. Location of development
3. Types and characteristics of the potential impact

Only a very small proportion of Schedule 2 development will require an assessment. To aid the LPA in the determination whether the project is likely to have significant environment effects, the LPA has also had regard to the indicative thresholds and key issues as set out in the EIA Regulations and NPPG:

Indicative criteria and thresholds:

An Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use or the types of impact are of a markedly different nature or there is high level of contamination.

Sites which have not previously been intensely developed:

- I. Area of the scheme is more than 5 hectares; or*
- II. It would provide a total of more than 10,000m² of new commercial floorspace; or*
- III. The development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development or more than 1,000 dwellings).*

Key issues to consider:

Physical scale of such developments, potential increase in traffic, emissions and noise.

Further, the NPPG advise:

“when considering the thresholds, it is important to also consider the location of the proposed development”.

“In general, the more environmentally sensitive the location, the lower the threshold will be at which significant effects are likely”.

When a project does not exceed the thresholds in Schedule 2 nor is within a sensitive area, the NPPG states,

The criteria and thresholds in column 2 represent the ‘exclusion thresholds’ in Schedule 2 of the Regulations, below which Environmental Impact Assessment does not need to be considered (subject to the proposal not being in a sensitive area).

Projects which are wholly outside of sensitive areas and do not exceed the new screening thresholds are not Schedule 2 development and should not be screened by the local planning authority.

Projects which are described in the first column of Schedule 2 but which do not exceed the relevant threshold, or meet the criteria in the second column of the Schedule, or are not at least partly in a sensitive area may not be Schedule 2 development. Such projects do not usually require further screening or Environmental Impact Assessment

SCREENING OPINION:

A screening exercise has been initiated in furtherance of Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). The relevant authority (LPA) has had regard to the EIA Regulations and National Planning Policy Guidance (NPPG).

ECE Planning has submitted the request for a screening opinion, on behalf of their clients, the London Borough of Richmond upon Thames (LBRuT). In this case, the relevant authority is also the LBRuT. The LPA is satisfied they have worked in accordance with Regulation 64 (Objectivity and bias) of the EIA Regulations, when performing its duty under the EIA Regulations.

The LPA can confirm the proposed development does not fall within the description of development of "Schedule 1 Development".

The proposed development falls within the description of development 10(b) of Schedule 2, "Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas". However:

- a. The application site does not fall within the definition of a 'Sensitive area'
- b. The proposed development does not meet or exceed the applicable thresholds and criteria for such 'urban development project':
 - i. The development is over 1 hectare of urban development, however, includes dwellinghouse development
 - ii. The development does not include more than 150 dwellings (*up to 50 units*)
 - iii. The overall area of the development does not exceed 5 hectares (*it is 1.4ha*)

Therefore, the proposed development is not deemed to be a Schedule 1 or 2 Development, nor an EIA development, as defined by the EIA Regulations. In line with NPPG, an **Environmental Impact Assessment is not required**, and does not need to be further screened, nor does the LPA need to take into account the selection criteria as detailed in Schedule 3.

MEASURES TO AVOID EFFECTS ON THE ENVIRONMENT

ECE Planning does not deem the effects of the development would be significant given the proposed scale, quantum, uses and location of the development. However, the screening request outlines the proposed development will be accompanied by a comprehensive set of plans, reports, studies and assessment (below) to fully assess any potential impact and to mitigate impact.

- Planning Statement
- Statement of Community Involvement
- Commercial Report
- Plans & Elevations
- Rendered Images
- Design & Access Statement
- Inclusive Access Statement
- Wheelchair Housing Statement
- Landscape Strategy/Open Space Assessment
- Viability Report
- Flood Risk Assessment & Foul and Surface Drainage Strategy/SUDS
- Sustainability/Energy Strategy/BREEAM pre assessment
- Daylight/Sunlight Report
- Ecology Report/Bats etc
- Arboricultural Survey - AIA
- Heritage/Archaeology Report/Standing Buildings Survey
- Transport Statement/Travel Plan
- Air Quality Statement
- Acoustic Assessment
- Construction Management Statement
- Health Impact Statement (Within PS)
- Land Contamination
- Lighting Strategy
- Retail Impact Study

Notwithstanding the Negative Screening Option, Regulation 5 (5) requires the authority, to state any features and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment. These are summarised below:

The Proposed Development should take into account:

1. The Local Plan (Adopted and emerging)
2. Supplementary Planning Guidance and Documents
3. The London Plan
4. The National Planning Policy Framework and Guidance
5. The Twickenham Area Action Plan (TAAP). This identifies two opportunity areas within the TAAP area:
 - a. Twickenham Riverside and Embankment – Aim: Enhancement of the new public park on the site of the swimming pool and of public spaces on the Embankment (upstream of Water Lane), making the most of the unique waterfront and strengthening of the retail offer on the corner of King Street/Water Lane
 - b. King Street/York Street/London Road/Church Street – The main focus of retail activity. Aim: The creation of a more concentrated primary shopping area

focused on King Street, Church Street, York Street and London Road with enhancement of retail frontages, improvements to the shopping environment and extended range and quality of retail offer.

General principle within the riverside and approaches include:

- To improve the pedestrian environment and reduce dominance of parked and moving traffic;
- To strengthen the retail offer on King Street and in Water Lane to provide for pedestrian priority with extension of existing service road across the car park to Water Lane, and redevelopment of the car park to provide for residential and/or town centre uses;
- To open up and redevelop/refurbish the remaining area of the former pool site, which adjoins the recently refurbished Diamond Jubilee Gardens;
- To upgrade the Embankment south of the Diamond Jubilee Gardens to provide a pedestrian priority/shared surface with new landing facilities;
- The visual amenity and significance of Eel Pie Island, its historical working waterfront, leisure clubs, businesses, moorings and eclectic mix of chalets are part of the character and function of this part of Twickenham, and the impact of the proposals in the Twickenham Area Action Plan must be given due consideration;
- The whole area will have improved links to the retail core, the Thames Path and open spaces up- and downstream and will become an attraction in its own right.

The TAAP also identifies the site as Proposal Site TW7:

Twickenham Riverside, which aims to bring this derelict site back into active use, taking advantage of its riverside location and improving links between this area and the core of the town. A substantial area of open land to be retained and some of this to be green space. Bringing the site back into use will be key to the regeneration of the town. The Council will work with the owner of 1-33 King Street and the private car park in Water Lane to improve the whole area through a comprehensive, phased programme of change.

Key objectives:

- Maintain the existing ground floor retail frontages and residential uses above on King Street and provide new specialist retail, leisure and community uses;
- To link the existing service road to Water Lane;
- Create new open space to provide for a wide range of open uses, including on the former pool site and in the form of civic space beside Water Lane;
- To maintain The Embankment as a working quay and, subject to feasibility, provide mooring and landing facilities;
- To improve the environment of the Embankment including reduction in car parking;
- To improve the Water Lane and Wharf Lane links from the town centre to The Embankment as shared use spaces; to provide a link between the service road and Water Lane; and to secure the redevelopment of the car park in Water Lane with residential and/or town centre uses;
- To achieve high quality traditional design and/or reuse of buildings;
- To conserve and enhance the Twickenham Riverside Conservation Area and its setting and the setting of the Queens Road Conservation Area;
- All new uses to take account of the unique riverside setting.

Transport, traffic, parking:

1. The application must be supported by a robust Transport Assessment (TA) in accordance with TfL's Transport Assessment Guidance. The TA must include a multi-modal impact assessment including baseline and future car, bus, rail, and pedestrian, cycle trips and future mode share. It is recommended the scope of this is agreed in advance with the LPA
2. Parking layouts and turning circles – to demonstrate these are workable.
3. Parking surveys – Discuss scoping in advance with LPA
4. Demonstrate junctions will not be adversely impacted upon through additional parking.
5. King Street forms part of the Strategic Road Network (SRN) for which TfL is the traffic authority. Twickenham National rail station is located within an acceptable walking distance of the site. The nearest bus stops are located 150m north and east of the site, with 9 buses available within acceptable walking distance. As such it has been demonstrated that the site has a public transport accessibility level (PTAL) of between 5-6, on a scale of 1-6 where 6 is the highest.
 - a. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:
 - i. The provision of disabled spaces
 - ii. Appropriate servicing arrangements
 - iii. Proper controls to ensure the proposal does not contribute to on-street parking stress.
 - iv. Electric vehicle charging points and a car clubs.
6. Detail car parking arrangements and measures as to how parking will be managed, including whether this is publically available and likely controls. Thereafter details may need to be secured through a car parking management plan via condition.
7. Access arrangements – demonstrate how the site relates to the one way system and any improvements that will be delivered.
8. A Travel Plan will be required for each use, for residential travel plans a 'Full' travel plan will be required, in accordance with TfL's Travel planning best practice guidance, this should be referred to in the application.
9. A Delivery and Servicing Plan is expected to be submitted in draft accompanying the application, thereafter secured by condition. This should cover the arrangements for all of the site, including opportunities to consolidate, click and collect facilities and the location of servicing bays.
10. The impact of construction traffic including on buses, pedestrians and cyclists must be considered and could be mitigated through the provision of a Construction Logistics Plan (CLP). TfL would encourage the applicant to submit a draft plan as part of the application. Further discussion on the detailing of this construction plan is recommended.
11. Depending on the development's impact, TfL may ask for mitigation measures towards transport to accommodate the scheme, unless these are adequately addressed as part of the application.
12. Any mitigation measures relating to highway infrastructure and services must be secured through a s106 agreement, with any changes to the highway network secured through a requirement for the developer to enter into a s278 agreement.
13. Less significant issues can be dealt with by use of planning conditions.
14. Ensure the development is designed to maximise permeability
15. Provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.
 - a. Increase area of shared space /pedestrian priority.

- b. Widen footways where possible to ease pedestrian overcrowding and provide new areas for seating and landscaping improvements in appropriate locations.
 - c. Retain cycle routes
- 16. Ensure that off-street parking is sufficient, well-signed and easily accessible and reduce on-street parking from Twickenham Embankment (upstream of Water Lane) to allow for an improved riverside environment.
- 17. Existing rear service areas should be retained unless equivalent alternative arrangements can be provided
 - a. To reduce the impact on vehicles movements on the pedestrian environment, consider including a link from the service access to the rear of King Street to Water Lane, one way traffic management and rearrangement or possible reduction of parking along The Embankment, provided that the function of the working waterfront would be maintained
 - b. New developments should provide adequate, convenient and safe servicing arrangements
- 18. Ensure adequate access and servicing arrangement for residents and businesses on Eel Pie Island.
- 19. Safeguard disabled bays and short-term servicing bays

Sustainable Design and Construction:

1. Comply with the Sustainable Construction Checklist
2. Incorporate conservation measures to achieve a maximum water consumption of 110 litres per person per day for homes (including an allowance of 5 litres or less per person per day for external water consumption)
3. Non-commercial buildings over 100m² to meet BREEAM Excellent
4. Achieve zero carbon standards
5. Consider the installation of low or preferably ultra-low, NOx boilers to reduce the amount of NOx emitted in the Borough.
6. Submit a waste management plan
7. Provide green roofs – if the area is over 100m²

Flooding:

The site is within Flood Zones 2 and 3. Any application must be accompanied with a site specific Flood Risk Assessment, taking into account adopted policy and guidance and the Council's Strategic Flood Risk Assessment. In addition

1. Ensure there is safe access / egress. If this cannot be achieved, a Flood Emergency Plan must be submitted.
2. Provide onsite attenuation to alleviate fluvial and/or surface water flooding over and above the Environment Agency's floodplain compensation, where feasible.
3. Conduct a sequential and exception test (if applicable).
4. Incorporate Sustainable Drainage Systems (SuDs) and strategy
5. Achieve green run-off rates wherever feasible. Where not feasible, this must be demonstrated, and in such instances, the minimum requirement is to achieve at least a 50% attenuation of the sites surface water runoff at peak times based on the levels existing prior to the development.

Ecology:

The site is adjacent to the River Thames (Other site of Nature Importance). It is recommended a Preliminary Ecological Appraisal is submitted to demonstrate no harm to ecological value, protected species, roosts etc; and any scheme is accompanied with extension lighting plans (including, specifications details, including spectrum details).

It is recommended there is no upward light spill and the amount of glazing on the buildings be carefully considered to limit light spillage on river. Mitigation and enhancement measures should be considered.

Trees:

1. Accompany any application with a Tree Survey, Constraints Plan, Arboricultural Method Statement. Provide confirmation that any trees felled will be replaced in accordance with Capital Asset Value for Amenity Trees (CAVAT)
2. Landscaping (hard and soft) – This should tie in with Twickenham town centre

Design – siting, scale, massing and context:

1. Ensure submission is in line with the validation checklist.
2. Submit photomontages of the scheme in context and streetscapes – it is recommended the scope is agreed in advance with the LPA.
3. Submit a Heritage Statement
4. Demonstrate how the proposed development responds to local context
5. Take into account the Thames Landscape Strategy and Conservation Area Study / Statement.
6. The guidance in the TAAP should be followed:
 - a. Create a destination on the riverside with high quality facilities/events;
 - b. Enhance and extend Diamond Jubilee Gardens with high quality landscaping, children's play space and performance/events space, on site of former swimming pool;
 - c. Along The Embankment upgrade the areas of open space, create a pedestrian priority area and review the car parking provision;
 - d. Retain significant trees;
 - e. Create pedestrian priority area on Water Lane and Wharf Lane to extend the ambiance of Church Street to riverside;
 - f. Development on Water Lane frontage to complement existing residential development and to include town centre uses where feasible.
 - g. Future redevelopment of 1, 1a and 1b King Street to include set back of building at junction with Water Lane to create enhanced public space with views towards the river where possible.
 - h. Design of new development to respect character of Conservation Area and to minimise impact on residential amenity;
 - i. Promote improvements to rear courtyards of properties in King Street;
 - j. Encourage reuse or redevelopment of buildings to rear of King Street to create active frontage onto improved service yard.

Contamination:

1. Submit a contamination assessment
2. Potential contamination risk will need to be properly considered and adequately mitigated before any development proceeds. – desk study to demonstrate no potential adverse effects

Noise:

1. Mitigation measures – provide for good acoustic design, time restrictions; Construction Management Statement

Odour:

1. Submit an odour assessment report and scheme, to demonstrate no unacceptable pollution deriving from commercial units.
2. Mitigation measures – height and position of outlets and filtration.

Air Quality:

1. The scheme should achieve air quality neutral where practical.
2. The scheme should consider mitigation measures to reduce impact on air quality, including type of equipment, thermal insulation and ducting abatement technically, and provision of construction management statement
3. There are concerns on grounds of air quality – which will need careful consideration / conditioning due to:
 - a. Proximity to Air Quality Focus Area (AQFA) in King Street
 - b. Cumulative impacts on Twickenham town centre – this is the 4th major recent development in Twickenham, following the Sorting Office, Solum and RUTC - all add to background NO₂
 - c. Impact on quiet walking/cycling route on Twickenham Riverside - When King Street was recently redesigned, Twickenham Riverside was designated as the safe alternative cycling and walking route through Twickenham .
Encouragement for modal shift is essential to improving air quality and safe, complete cycling and walking routes should be maintained and included in this development.

Background information on AQFA and levels of NO₂

King Street and London Road form one of the GLA's Air Quality Focus Areas for 2016-18 which means the LBRuT should be doing everything within its power to reduce nitrogen dioxide (NO₂) in this area to EU limit values (40ug/m³) as soon as possible. Twickenham town, particularly along King St and York St, records the 2nd highest levels of NO₂ in the borough. The addition of 50 residential units with 55 additional parking spaces and additional commercial space along Twickenham Riverside will make this more challenging.

The application should clarify whether the 55 additional parking spaces are intended for residential or town centre use?

Last year King Street, Heath Road and York Street all measured in excess of 60ug/m³ for NO₂:

2016 annual mean NO₂ with bias adjusted results in ug/m³

Site Code	Site Address	Date Info.	Easting (X)	Northing (Y)	Total NO ₂	Annual mean	Castlenau Bias adjusted
32	Kings St, Twickenham		516226	173195	899.68	<u>66</u>	<u>64</u>
33	Heath Rd, Twickenham		515927	173129	850.83	<u>62</u>	<u>61</u>
65	York St, Twickenham	opened 31/3/16	516339	173366	690.73	<u>77</u>	<u>75</u>

EU limit value is 40 ug/m³; numbers in bold exceed limit values, numbers underlined are likely to exceed the hourly NO₂ limit value.

The LBRuT draft Air Quality SPD has much stricter criteria for AQFA's. Twickenham Riverside is just outside the AQFA but it will impact on the AQFA for emissions from both buildings and transport. Para. 5.3 states

"Air Quality Focus Areas (AQFAs) have been designated in locations where there is unacceptable air pollution and high exposure, which needs to be reduced as quickly as possible to protect human health. Introducing new emission sources into or near to these areas is contrary to this aim, and is not consistent with the Borough's Air Quality Management Plans and therefore contrary to the NPPF. All developments proposed in these areas must play their part in ensuring that air quality in these areas does not worsen and must contribute towards an overall improvement in air quality. Therefore development within and near the Focus Areas is unlikely to be acceptable unless it can be robustly demonstrated that both direct and indirect emissions^[1] can be fully mitigated.

Biomass and gas fired boilers and other combustion plant will not generally be permitted in the Focus Areas. Buildings are expected to use electric space and water heating, preferably generated using renewable energy sources, such as solar power.

All development in the AQFAs should be car-free; that is no car parking to be provided with the exception of dedicated spaces for use by a car club, disabled parking and electric vehicles ('EVs')."

Socio / economics:

Housing:

1. Scheme must be accompanied with an affordable housing statement. Where the scheme does not meet affordable housing policy, the viability report needs to be accompanied with confirmation that the Agent will fund for this to be independently assessed.
2. Submit a Residential standards statement to demonstrate the national standards will be met.
3. 90% of all new build is required to meet Building Regulations Requirements M4(2) 'accessible and adaptable dwellings' and 10% of all new build housing is required to meet Building Regulation Requirements M4(3) 'wheelchair user dwellings'.

Commercial:

1. The site has an Article 4 Directive removing permitted development rights for change of use from B1a (offices) to C3; and the site is partially within the Key Shopping Frontage
2. Any application should be accompanied with a marketing report and justification statement if the scheme results in the loss of B1, B2, B8 uses and for Change of uses from A1 where resisted by policy
3. New office accommodation should be suitable to meet future needs, especially to provide for the requirements of local businesses and small firms.

^[1] Direct emissions are those from the development itself, indirect emissions are those associated with the development such as those from the traffic generated by the development.

4. Design of office floorspace for flexible occupation and modern methods of works such as co-working space is encouraged.
5. If the scheme proposes over 1000m² of office space, this should include the provision of affordable office space
6. Consider a range of activities to attract visitors to the riverside,

Social and community infrastructure:

1. Consider the potential impact on existing social and community infrastructure to demonstrate there is sufficient capacity to meet the needs arising from the development. Where necessary, measures will need to be put in place to mitigate against the impacts of development on existing services. This could include financial contributions and or Planning Obligations.
2. Provide a play and child occupancy assessment. If the scheme will lead to an estimated child occupancy of ten children or more, by using the Council's child yield calculator as set out in the Planning Obligations SFP, the development should make appropriate and adequate provision for dedicated on-site play space following the London Plan policy / guidance.

Objectivity and Bias

Regulation 64 (objectivity and bias) of Part 12 (Miscellaneous) of the EIA Regulations 2017, state:

64.—

(1)Where an authority or the Secretary of State has a duty under these Regulations, they must perform that duty in an objective manner and so as not to find themselves in a situation giving rise to a conflict of interest.

(2)Where an authority, or the Secretary of State, is bringing forward a proposal for development and that authority or the Secretary of State, as appropriate, will also be responsible for determining its own proposal, the relevant authority or the Secretary of State must make appropriate administrative arrangements to ensure that there is a functional separation, when performing any duty under these Regulations, between the persons bringing forward a proposal for development and the persons responsible for determining that proposal.

The LPA has carried out the request for and issued this screening opinion in an objective manner in line with Regulation 64.

In this case the authority (LBRuT) will be bringing forward the proposal for development, and the authority (LBRuT) will also be responsible for determining the proposal.

The authority has made the following appropriate administrative arrangements to ensure that there is a functional separation, when performing the screening opinion under the EIA Regulations, between the person bringing forward the proposal and the person responsible for determining the proposal:

1. The LBRuT Constitution (approved in October 2016) delegates powers to determine screening decisions, to the Assistant Director of Environment (Planning and Transport) and he may further delegate these matters to the Head of Development Management (Richmond), except for, an application that is made by or behalf of the Assistant Director of Environment.
 - a. It has been confirmed that the applicant and screening opinion request has been submitted by the Chief Executive Directorate. Given such, there is a

functional separation between Directorates and Head of Development Management has delegated authority to issue this Screening Opinion in line with the Constitution.

2. Whilst the Strategic Applications Manager (Richmond) drafted the Screening Opinion, this has been subject to an independent peer review / appraisal by the South Area Manager in Development Management, who has not been involved in bringing forward the proposal, not will be involved in determining the proposal.
3. The Head of Development Management reviewed and issued the screening opinion.

Conclusion

For the reasons above and having completed the screening exercise, the LPA considers the 'Proposed Development' is not a Schedule 1 or 2 development, is not located within a 'sensitive area', as defined by the EIA Regulations, and therefore is not an EIA development. In line with the NPPG, further screening is not required.

Notwithstanding the above, the relevant planning authority has made recommendations to ensure the proposed development does not have significant adverse effects on the environment.

This opinion is given without prejudice and in the event further information is presented to the Local Planning Authority, a further screening opinion may need to be sought.

Decision: An Environmental Impact Assessment is not required

Date of opinion: 2 June 2017

Yours sincerely



Robert Angus
Head of Development Management

ECE Planning

Appendix B – Community Infrastructure Levy Calculation

The Community Infrastructure Levy (CIL) has been calculated as follows and includes details for both the London Borough of Richmond upon Thames calculation and the Mayoral CIL calculation.

London Borough of Richmond upon Thames CIL

As a first step to the calculation, the GIA of the existing buildings are provided as set out within Table 1 below.

Footprint of CIL Liable Buildings	GIA
Former Toilet	79sqm
Garage	10sqm
1 King St	556 sqm
1a King St	320 sqm
1b King St	485 sqm
FF 1c King St	255 sqm
TOTAL	1,709 sqm

Table 1 - Existing CIL Liable GIA

Following this, the CIL liable floor area has been calculated as set out within Table 2. The lower ground floor car park has been apportioned on the basis of car parking spaces as set out below.

Footprint of CIL Liable Buildings	GIA
Above Podium Development	
Proposed residential floor area	3,501 sqm
Proposed commercial floor area:	1,085 sqm
Retail (A1) (Unit 1)	(250 sqm)
Standard charge (Units 2, 3, 4 and 5)	(835 sqm)
TOTAL	4,586 sqm
Lower Ground Floor Development	
Seasonal Units (standard charge)	201 sqm
Remaining Area (provision split as follows):	897 sqm
2 spaces retail (9%)	(81 sqm)
21 residential (91%)	(816 sqm)
TOTAL	1,098 sqm
TOTAL PROPOSED DEVELOPMENT	5,684 sqm

Table 2 – Proposed CIL Liable Development

The CIL calculation is carried out on the basis of the increase in floorspace. On this basis, the existing development as set out within Table 1 is discounted from the total proposed development area set out within Table 2 as follows:

$$1,709 \text{ sqm existing} / 5,684 \text{ proposed} = 30\%$$

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Subsequently, the total CIL liable development equates to 70% of the proposal.

Furthermore, a discount is allowed for affordable housing provision. We have apportioned a percentage of the shared areas to the affordable housing discount. On the basis that the overall residential NIA is 2,626 sqm (including AH), the 358 sqm of affordable housing proposed equates to 14% of the overall floor area. Therefore apportioning a 14% discount to the total residential GIA of 3,501 m² = 490 sqm (£122,500).

The site is within higher band area and charges would apply as follows:

Proposed Use and Charge	Total Proposed GIA sqm	CIL Liable Calculation	CIL Liable sqm	Charge
Residential (£250)	4,317	X 70% =	3,022 – 490 = 2,532	£632,975
Retail (£150)	331	X 70% =	232	£34,755
Other (standard charge £0)	1027	X 70% =	688.1	£0
Total Charge				<u>£667,730</u>

Table 3 – CIL Charge on Liable Floorspace

Mayoral CIL

Mayoral CIL is also applicable at a rate of £50 per sqm. On this basis the total proposed area minus the existing CIL liable area calculation is:

5,684 sqm proposed – 1,709 sqm existing = 3,975 sqm.

Furthermore, affordable housing GIA = 490 sqm which must also be discounted as follows

3,975 – 490 = 3,485 sqm CIL liable floor area

3,175 x £50 = **£174,250**

Total CIL Liable

The total CIL payable on the development is as follows

£632,975 + £174,250 = £807,225