



Officer Report

Application Number:	HGY/2023/1457
Application Type:	Full planning permission
Address:	23 Vicarage Road, Tottenham, London, N17 0BB
Proposal:	Erection of a net zero carbon, two-storey, three-bedroom, four-person family home to the land rear of 23/25 Vicarage Road and attached to 49 Argyle Road.
Case Officer:	Sarah Madondo
Valid Date:	01/06/2023
Applicant:	Mr Van Ly
Agent:	Satish Jassal

RECOMMENDATION

Approve with Conditions

Proposed development

This is an application for the erection of a net zero carbon, two-storey, three-bedroom, four-person family home to the land rear of 23/25 Vicarage Road and attached to 49 Argyle Road.

Site & Surroundings

The proposed site is situated rear of 23/25 Vicarage Road and adjacent to 49 Argyle Road. The site is currently overgrown and not used, the garden space is separate from the gardens of 23/35 Vicarage Road and the site is the end terrace of the Argyle Road that runs perpendicular to Vicarage Road. The proposed site has its own entrance via Argyle Road. 23 Vicarage Road is at the junction of Vicarage and Argyle Road. The proposed site is surrounded by traditional terrace housing. The proposed site is surrounded by traditional terrace housing. The area is predominately residential with a mix of 2/3 storey semi-detached and terrace homes. The site is not located in any conservation area.

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

LBH Carbon Management : No objection subject to conditions

LBH Transportation Team : No objections subject to conditions

LBH Arboriculturist: No objection subject to conditions

External Consultees

Thames Water: No objection subject to informative

London Fire Brigade : No response

LOCAL REPRESENTATIONS

The application has been publicised by way letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses:

Objecting: 2

Supporting: 0

The following Councillor(s) made representations:

- Cllr Bevan
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The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Loss of privacy
- Loss of daylight and sunlight
- Loss of amenity space for no.23/25 Vicarage Road
- Over-development
- Disruption

Principle of development

The proposal involves the creation of additional residential unit which is supported by the National Planning Policy Framework (NPPF) 2019 chapter 6 Delivering a wide choice of quality homes, London Plan 2015 Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan 2013 sets out a target of 8,200 dwellings between 2011 and 2021 (820 per year). Under the proposed London plan (FALP 2015 target was increased to 15,019 (1,502 per year).

Policy DM7 of the Development Management DPD states that there will be a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots and generally, back gardens have an established layout that form the context of the wider character and appearance of areas.

The application has been submitted following a pre application (PRE/2023/01013). The site lies in established residential area and as stated above the site is currently the rear gardens of two residential properties. The introduction of a modern residential property at the end terrace of Vicarage Road would not detract from the character and appearance of the area. The principle is acceptable as the proposal contributes towards meeting the Council's housing target.

Representation has been received in relation the over development which is noted. Policy DM7 states that there will be a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots. Officer consider that the land to the rear of no 23/25 Vicarage Road would represent comprehensive redevelopment of this site, therefore it is considered that this would not be an over-development.

Design and appearance

Policy DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan 2021

The area is characterised by 2 storey traditional terraced houses with pitched roofs and there is mix of white render/brickwork to the some of the houses on this street. The majority of this existing housing is simply articulated, with little complicated detailing or architectural features.

The proposed new building would is considered to be an attractive contemporary building displaying a suitably high quality of design. The proposed development would promote an active frontage along the main road with new residential entrances including a roof terrace which is not common on this street. With its associated landscaping the proposed development would enhance the appearance of the streetscape and give the area a greater sense of place. Modern design and appearance of the development, including the choice of materials proposed would be appropriate and not out place within the context of its wider setting, but represent a contemporary part of the area's evolution. Whilst there may not be other buildings of similar design in the vicinity, it is consider that modern approach would be acceptable as the proposed would stand out.

The height, bulk, massing and design of the proposal would provide a simple but sensitive architectural response that would respect the scale and character of the surrounding townscape. The development would use a quality set of materials that would enhance the character of the site and wider street scene. The detailed materials are subject to discharge by condition. The front boundary is defined by attractive dwarf walls and railings. Tress and planting make a positive contribution to the street scene.

Overall, the design, massing, form and choice of materials of the proposed development are acceptable and sensitive to the visual amenity and character of the area; in accordance with London Plan policies.

Impact on the amenity of adjoining occupiers

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

Daylight and sunlight impact on surrounding properties

The applicant commissioned Right of light Consulting Chartered Surveyor to undertake a daylight and sunlight assessment of the effect of the proposed development upon the existing surrounding properties. The following properties were assessed 23 & 25 Vicarage Road. The aim of the assessment was to consider the impact of the development on the light receivable by the neighbouring properties at 23,25 and 27 Vicarage Road and 48 & 49 Vicarage Argyle Road.

The assessment revealed that all windows that face within 90 degrees of due south have been tested for direct sunlight. All windows pass both the total annual sunlight hours test and the winter sunlight hours test. The proposed development therefore satisfies the BRE direct sunlight to windows requirements.

Overshadowing to gardens and open spaces

All gardens and open space tested meet the BRE recommendations.

Overall it is considered that the assessment demonstrates that the proposed development will have a low impact on the light receivable by its neighbouring properties. It is considered that the proposed development sufficiently safeguards the daylight and sunlight amenity of the neighbouring properties.

In relation to neighbouring property no. 49 Argyle Road, the proposed development would be inline with the existing buildings lines and there are no windows on the side elevation with no. 49 Argyle Road. Therefore it is considered that the amenities of this property would not be harmed.

Representation has been received in relation to loss of privacy and over development which has been noted. In term of loss privacy the proposed development would be inline with existing building lines and there are no windows on the side elevation facing no. 49 Argyle Road. In relation to no 23/25 Vicarage Road, drawing no. 193-011-GA-ELE indicates that top side windows would be obscured glazed windows therefore any overlooking/loss of privacy would be reduced. In addition it is considered that there is already overlooking from existing first floor windows, therefore any overlooking or loss privacy would not be any different from the current situation.

In terms of any disruption caused by the proposed development, officers consider that any disruption caused by the proposed development would be temporary and a construction of hours would be imposed to restrict hours of construction.

Standard and quality of residential accommodation

London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

The proposed development comprises of 1 x 3 bedroom dwelling house. According to Table 3.1 of Policy D6, a 3 bedroom 4 person house is required have a floor space of approximately 84 sqm and in this case the house would be 84 which is acceptable, therefore complies with minimum floors standards set out in the London Plan. The dwelling would be dual aspect and have access to private amenity space in form of rear garden, front garden and roof terrace to the front elevation which in accordance with the requirement set out in the London Plan. The proposed unit would also have a typical floor to ceiling heights of 2.5m which is accordance with the above policies. Therefore, it is considered that the proposed development would provide a satisfactory standard of accommodation for future occupants.

Concerns were raised in relation to loss of amenity space for no. 23/25 Vicarage Road which has been noted. In responses officer's would advise that at least 71 sq.m of amenity space would be retained for no. 23 and 62 sq.m for no. 25 Vicarage Road. This is considered to be acceptable as this exceeds the requirement set out in the London Plan.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The Council's Transportation Team has been consulted and advises that the site within an area of PTAL value of 4, considered to be 'good' access to public transport services. The site is proposed as a car free development and two cycle parking spaces are proposed, this meets London Plan numerical requirements, however more details are required from the applicant to demonstrate adherence to the London Cycles Design Standards and confirm the proposed cycle parking arrangements will be of the appropriate standard and quality. Subject to sight of satisfactory arrangements for the cycle parking at the development, Transportation do not object to this application.

Waste Management

The applicant submits that bins would be located at the front elevation which is acceptable, a condition would be attached for the applicant to submit details.

Trees and landscaping

London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.

DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site. The tree officer was consulted and advises there is no objections subject to the imposing of conditions and arboricultural method statement for any works to be submitted.

The applicant has submitted a Arboricultural Impact Assessment which states that no trees would be removed and no excavation would be required. The tree officer has been consulted and advises

that there is no objection subject to imposition of condition for the protection of T1 & T2 and the submission of arboricultural method statement.

Energy and sustainability

The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation.

DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.

The application has been accompanied by an Energy & Sustainability Statement produced by Iceni Projects Limited (dated July 2023) which has been revised and the energy strategy which now achieves a reduction of 125.2 % carbon dioxide emissions on site, which is supported. The development now achieves 28.5% carbon reduction under Be Lean which is policy compliant. This proposed development would be a zero-carbon development and carbon offsetting would be required. Planning conditions have been recommended to secure the benefits of the scheme.

Conclusion

The development would provide a satisfactory standard of accommodation that serves an identified need and work towards achieving housing delivery targets in the borough. It would not result in an unacceptable impact on neighbouring amenity, amenity of future occupiers, parking/highways conditions in the locality, landscaping in the area, or in terms of potential contamination of the land.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £5506.115 (85.3sqm x £64.55) and the Haringey CIL charge will be £4560.138 (85.3sqm x £53.46). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

RECOMMENDATION

Approve with conditions:

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning

permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no works permitted under Classes A-E shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

- 4 The development hereby approved shall be constructed in accordance with the Updated Sustainability Statement prepared by Icen Projects Limited (dated August 2023) delivering a minimum 125% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 6.4 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 125% reduction in SAP10.2 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) The solar PV arrays and air source heat pump must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

- 5 No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

- 6 (a) Prior to the above ground commencement of development, details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roof will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roof (varying depths of 120-180mm), and no less than 250mm for intensive living roof (including planters on amenity roof terraces);
 - iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
 - iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
 - v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
 - vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - vii) Management and maintenance plan, including frequency of watering arrangements.
 - viii) A section showing the build-up of the blue roof and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;
- (b) Prior to the occupation of 90% of the dwelling, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 7 Prior to occupation, the development hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (1), (2) and (3) as indicated on the approved plans and supplementary information. Evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time.

- 8 No development shall take place until details of the type and location of secure and covered cycle parking facilities for 2 cycles have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the cycle parking spaces have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 9 Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work of the relevant phase commencing on site. The details and samples shall include:
- a) Facing Brickwork(s); sample panels of proposed brickwork to be used showing the colour,
 - b) texture, pointing and perforated brickwork and boundary walls shall be provided;
 - c) window reveals, soldier courses and balconies (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all new external windows and doors at a scale of 1:10);
 - d) Zinc cladding;
 - e) Metal sheet cladding including perforated pattern;
 - f) Roof capping;
 - g) Doors; timber doors and aluminium entrances/screens;
 - h) Aluminium/timber composite window treatment;
 - i) Canopies;
 - j) Timber screens;
 - k) Balustrades;
 - l) Balcony materials;
 - m) Roofing materials;
 - n) down pipes, rainwater pipes or foul pipes
 - o) Any other external materials to be used.

The development shall be carried out in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development, assess the suitability of the samples submitted and to ensure a satisfactory standard of design in the interests of visual amenity, consistent London Plan

2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 10 Tree protective measures shall be implemented in accordance with the Arboricultural Tree Survey, prepared by Arboricultural Solutions, including implementation of the accompanying Arboricultural Impact Assessment and Tree Protection Plan, in Accordance with BS 5837:2012 and prior to commencement of any development, site works or clearance and thereafter maintained and retained until the development is completed. Within the root protection areas no materials, plant, machinery or surplus soil shall be placed or stored thereon.

Reason: In order to safeguard the root systems of adjacent trees which are to remain after the building works are completed and in the interests of visual and amenity.

- 11 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2021.

- 12 No development shall take place until a Construction Management Plan, to include details of:
- I. A programme of works (including measures for traffic management);
 - II. Vehicle routing and if any reversing manoeuvres on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;
 - III. Storage of plant and materials used in constructing the development;
 - IV. Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure;
 - V. The erection and maintenance of security hoarding where appropriate;
 - VI. Parking of vehicles of site operatives and visitors;
 - VII. Wheel cleaning / wash facilities to prevent mud, or dust from migrating on to the adjacent highway;
 - VIII. Contact details for the Site Supervisor responsible for on-site works;
- have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 13 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors;
 - b) loading and unloading of plant and machinery;
 - c) details of measures to protect pedestrians and other highways users from construction activities on the highway.

Reason: To protect the amenity of neighbouring properties and to maintain traffic safety.

Informatives:

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Street Naming & Numbering

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE: Water Pressure (Thames Water)

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £5506.115 (85.3sqm x £64.55) and the Haringey CIL charge will be £4560.138 (85.3sqm x £53.46) (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.