

Community Infrastructure Levy – Draft Charging Schedule

March 2018

Strategic Sites Informative

A Community Infrastructure Levy (CIL) Charging Schedule supports the delivery of the Local Development Plan. The levy is based upon an area wide approach and is not intended or able to reflect potential issues on individual sites of a scale that are not critical to overall plan delivery when viewed individually. It is acknowledged that there are a wide range of sites and proposals due to come forward under the Local Plan, with greatly varying characteristics. However representations made in relation to the Preliminary Draft Charging Schedule, and more recent viability evidence, have triggered further review of two development sites allocated in City Plan Part One which can be regarded as strategic in terms of CIL guidance.

Brighton Marina Inner Harbour

The Inner Harbour allocation is considered strategic due to the amount of proposed housing to come forward (1000 units). The infrastructure required for site-specific delivery, such as an underlying podium structure; an upgrade of sea defences; and utilities result in abnormal costs that demonstrate a significant viability deficit. On review of representations made to the Preliminary Draft Charging Schedule in 2017, and given the Council's knowledge of the site and development area, the Council considers that sufficient appropriate available evidence is already in place to support a nil-rating (£0/sq. m) of the Inner Harbour Site (boundaries as mapped in the City Plan). This appropriate available evidence informs the City Plan Part One - [City Plan Part One Background Studies](#) (2012) including - [Viability Testing of Strategic Sites](#) and [Brighton and Hove Combined Viability Study Update](#) (2014)

King Alfred/RNR Site

The King Alfred site is considered strategic, providing new indoor public wet and dry sports facilities for the city. Evidence, including a recently successful Housing Investment Fund marginal viability bid of £15.2m as well as previous experience of an unimplemented previous scheme due to viability concerns; indicate significant viability issues with delivery of this development. As CIL charging rates should not undermine the delivery of the City Plan, it is considered that sufficient appropriate evidence is in place to support a nil-rating (£0/sq. m) of the King Alfred/ RNR site (boundaries as mapped in the City Plan).