

One Chapel Place
London
W1G 0BG

Community Infrastructure Levy Consultation
Weymouth & Portland Borough Council
Council Offices
North Quay
Weymouth
DT4 8TA

Your ref:
Our ref:

23 April 2015

Dear Sir / Madam

WEST DORSET, WEYMOUTH & PORTLAND COMMUNITY INFRASTRUCTURE LEVY (CIL) MODIFICATIONS, APRIL 2015

We write with comments on the West Dorset, Weymouth and Portland Borough Council's Community Infrastructure Levy (CIL) Modifications. Carter Jonas is retained by Cleanslate.

Assessing the Council's CIL Modifications, the Site is not allocated as being a Strategic Development Site for which the infrastructure requirements would be excluded from a CIL charge. This then allows infrastructure to be secured through a planning obligation requiring the developer to enter into a section 106 agreement. The strategic sites include:

- Chickerell Urban Extension;
- Land at Crossways;
- Vearse Farm, Bridport;
- Littlemoor Urban Extension; and
- Markham & Little Francis, Weymouth.

There are also a number of key town centre sites which are not designated as Strategic Site Allocations and we suggest that Site 4 (Custom House Quay and Brewery Waterfront), Site 6 (Ferry Peninsula) and Site 7 (Westwey Road and North Quay area) should be added to the list of Strategic Sites.

Although our client's landholding is not designated as a strategic site, it is requested that provision should be made for the Site to be given the same exemption as sites which have been designated and allocated as such.

The justification for this is that the Site has potential to deliver a new ferry terminal, a significant number of residential units together with a wide range of uses including leisure, tourist-related and complementary town centre, such as retail, bars and restaurants. However, for any future development, there will be a significant cost attributable to the delivery of new infrastructure and it is therefore requested that that area identified on the attached plan should be excluded from any CIL charge to avoid development proposals from paying twice for the same piece of infrastructure.

These changes are suggested to ensure that the future development of the Site can be viable, and consistent with the government's guidance that "an appropriate balance" be struck between the desirability of funding from CIL and the potential effects on economic viability of developments.

I trust this representation includes all that is required but should you need anything further, please do not hesitate to contact me.

If you have any queries please do not hesitate to contact me.

Yours faithfully

[Redacted signature]

Kieron Gregson
Planner
For and on behalf of Carter Jonas LLP

E: [Redacted]
T: [Redacted]
M: [Redacted]