

RUNNYMEDE BOROUGH COUNCIL

DRAFT COMMUNITY INFRASTRUCTURE LEVY (CIL) SCHEDULE

EXAMINATION HEARING – 26 OCTOBER 2020 – EXAMINER’S NOTE

Background

The Community Infrastructure Levy (CIL) is a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. CIL is payable on the types of new development which create additional floorspace as prescribed in the Charging Schedule. Before CIL can be introduced, the local authority (the ‘charging authority’) must set out its CIL rates in a Draft Charging Schedule (DCS) and it must then be examined by an independent person (the Examiner).

I have been appointed by Runnymede Borough Council to undertake the independent examination of its DCS, as modified by its Statement of Modifications (July 2020).

I am a chartered Town Planner with over 30 years’ experience in the public and private sectors, including roles as a Planning Inspector and Independent Examiner. I can confirm that I am entirely independent of the Council and that, other than this examination role, I have no business or other interests within the Council’s administrative area.

The Examination

The examination is being held to consider whether the DCS published by Runnymede Borough Council meets the requirements of the Planning Act 2008, the CIL Regulations and the Planning Practice Guidance (PPG).

To comply with the relevant legislation and guidance, the Council has to submit a charging schedule that should set an appropriate balance between helping to fund necessary new infrastructure and the potential effect of the proposed CIL rates on the economic viability of development across its area. More specifically, the PPG states that my examination should establish that:

- *the charging authority has complied with the legislative requirements set out in the Planning Act 2008 and the Community Infrastructure Levy Regulations as amended;*
- *the draft charging schedule is supported by background documents containing appropriate available evidence;*
- *the proposed rate or rates are informed by and consistent with the evidence on economic viability across the charging authority’s area; and*
- *evidence has been provided that shows the proposed rate or rates would not undermine the deliverability of the plan.*

These identified matters are the ‘main issues’ that will be explored through the examination. The process of examination is undertaken by a combination of a desk based consideration of written evidence and representations, and public Hearing sessions which, due to Covid-19 restrictions, will be conducted as a ‘virtual’ Hearing, with all participants appearing via an online meeting facility and with the proceedings broadcast via the [Council’s youtube channel](#) which will enable people to watch the Hearing. The Council will keep a copy of the Hearing recording.

The online Hearing will include officers and representatives of the Council and Representors who wish to exercise the 'right to be heard.' Only Representors who have made submissions through the formal consultation processes may participate in the Hearing sessions.

My desk based review has given me a good understanding of the CIL proposals, the Council's evidence and the views of Representors. This has enabled me to identify the main issues and questions that I need to explore further through the examination Hearing sessions. The central theme of the examination will be on economic viability.

The Hearing sessions

The virtual Hearing sessions will be held on **Monday 26th October 2020** commencing at **9.30 a.m.** Participants will be sent joining details ahead of the sessions. Those wishing to view the live proceedings should use the link that will be available at the [Runnymede CIL Examination Webpage](#)

The virtual Hearing sessions will be conducted in the form of structured 'round table' discussions, which I will chair. I have attached an agenda to this note. We will be following the order of the sessions set out and I will invite contributions from the Council and from participating Representors.

The structure of the sessions has a logical flow. It begins by looking at the bigger picture, in terms of exploring the adopted Runnymede 2030 Local Plan, and then looks at the infrastructure needed to support planned growth.

It then explores the Council's CIL viability evidence, looking at the assumptions made and the way the modelling outputs have been used to inform the proposed CIL rates set out in the DCS. It will allow for discussion on any challenges to the Council's approach, evidence and proposals.

There will be separate sessions covering residential class developments (and the associated charging zones A – G); student accommodation developments; Class B1a office developments; and 'all other development' types.

The final session will also afford an opportunity for participants to sum up their case and, for Representors, to explain what changes they seek to the DCS. After the Hearing, I do not intend to accept further evidence unless I have specifically requested it. I will then prepare and submit my report.

Further information

For any further questions regarding the examination please contact the Programme Officer whose details are:

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Philip Staddon BSc, Dip, MBA, MRTPI

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