

**THE ROYAL BOROUGH OF KINGSTON upon THAMES
DRAFT COMMUNITY INFRASTRUCTURE LEVY SCHEDULE
EXAMINATION**

Hearing to be held at 10.00am on Thursday, 3 September 2015
in The United Reformed Church, The Richard Mayo Centre,
Training Room, Eden Street, Kingston Upon Thames, KT1 1HZ.

Agenda

1. Compliance with the CIL Regulations

1.1 Examiner's introduction, including reference to the Council's suggested changes to the text and layout of the Draft Charging Schedule, noting that these do not affect the essential content of the document.

2 Discussion points for the Examination

2.1 Is the 'All Other Uses' rate justified with particular reference to the nature and circumstances of Chessington World of Adventures Resort (CWoAR)?

There will be a discussion around the points made in the representations, focusing on the following:

- Does development of CWoAR present unique circumstances that justify treating it differently for CIL purposes from other commercial development?
- CWoAR, as an overall enterprise, appears to be clearly profitable with a substantial increase in visitor numbers over the period 2010 to 2014, and developments have "delivered against investment criteria".
- What is the likely scale and the extent of the examples of typical developments given in the representation, and to what extent are they likely to involve totally new floorspace:
 - Indoor attractions/rides
 - New accommodation
 - Food and beverage buildings within the park
 - Operational buildings, such as maintenance and storage buildings
 - Animal welfare and back of house zoo facilities
 - General theme park back of house facilities

- The basis for the estimate that a CIL Rate of £20 per sq.m represents circa 8% of the construction costs of a warehouse; and since the example given assumes re-provision by a doubling of existing floorspace, has an offset been applied?
- What is the floorspace (sq.m) of existing warehouse buildings on site?
- Since it is stated that these developments are not typical of developments that result in direct commercial gain through rent return, manufacturing output, or offices, what investment criteria are used by CWoAR to determine whether possible new developments are sound investments?
- What is the record of s106 obligations and how would these be affected post CIL? Are there other examples besides the 2007 £1.2m new signalised junction, and what did the planning permission cover which required this payment?
- Have previous planning applications for developments at CWoAR involved discussions of viability during negotiating s106 obligations?
- How would the CIL charge for new developments, such as the 'Scorpion Express' and the 'Treetop Adventure', be calculated?
- Is there any justification for treating the Zoo element of CWoAR as a special case?

3. *Any other matter?*

3.1 Anything of relevance that has not been dealt with above.