

## Comment

<b>Consultee</b>	Mrs Vivienne Illingworth (868096)
<b>Email Address</b>	[REDACTED]
<b>Address</b>	2 Boulter Drive Abingdon OX14 1XF
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**If you would like to be added to the Community Infrastructure Levy mailing list to receive updates on the progress on the CIL, please tick the box (please ensure your details have been entered above).**

To ensure that we continue to encourage development across the district we need to strike a balance between collecting revenue to fund infrastructure and ensuring that the rates are not set so high that they prevent development happening.

**Q3 Do you think the rates proposed strike an appropriate balance between helping to fund infrastructure through CIL and the potential effects of imposing CIL on the viability of development needed to deliver the aspirations of the emerging Local Plan Part One?** No

**If no, please tell us your reasons for this. Please bear in mind that your reasons should be clearly justified by supporting evidence.**

The CIL is not enough to fund the infrastructure that will be needed. For example, in North Abingdon, it will not fund the alterations that will be needed to (what is now) the Abingdon ring road (i.e. Dunmore Road and Twelve Acre Drive) in order to integrate the new development into the town. (Pedestrian crossings and roundabouts at junctions will be necessary to prevent severance of the site). Nor will it fund the south facing slips roads on the A34 Lodge Hill junction that will be absolutely essential in order to replace the existing ring road once it has become a residential road.

A higher CIL would not prevent the Plan being delivered: The CIL calculation takes the developers' profit to be 20% but this figure is much higher than builders' profits have been for many years. A calculation done on 15% profit would enable a higher CIL to be charged in order to better help fund the impacts of the development.