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West Oxfordshire District Council  
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By email only -  
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**County Hall  
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**Robin Rogers  
Director of Economy and Place**

26 September 2024

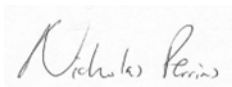
Dear Planning Policy Team

**West Oxfordshire CIL  
Consultation closing date: 27 September 2024**

Please find attached Oxfordshire County Council's response on the current consultation to establish a Community Infrastructure Levy (CIL) in West Oxfordshire.

We are not seeking to be heard by the Examiner but would welcome a discussion with officers on the matters raised.

Yours sincerely



Nicholas Perrins  
Head of Strategic Planning

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**West Oxfordshire District Council**

**Community Infrastructure Levy Draft Charging Schedule**

**Draft Charging Schedule consultation**

**What is your full name?**

Mr Nicholas Perrins

**Name of organisation if appropriate**

Oxfordshire County Council

**What is your email address?**

PlanningInOxfordshire@oxfordshire.gov.uk

**Postal address**

County Hall, New Road, Oxford, OX1 1ND

**Would you like to be heard by the examiner?**

Yes

No

**Would you like to be notified of the following matters?**

- that the Draft Charging Schedule has been submitted for examination;
- the publication of the recommendations of the examiner and the reasons for those recommendations; and
- the approval of the charging schedule by the charging authority (West Oxfordshire District Council)

Yes

No

**If we need to notify you directly of the matters please add your email address here**

PlanningInOxfordshire@oxfordshire.gov.uk

## **Use this space to give us your feedback on the West Oxfordshire Draft Charging Schedule**

Oxfordshire County Council (OCC) supports Councils obtaining CIL to fund infrastructure.

For Local Plan sites, we support the zero rating of the adopted strategic Local Plan sites (Salt Cross Garden Village, West Eynsham, North Witney, East Witney and East Chipping Norton), given that we expect that CIL, on top of contributions through S106 and S278, might make developments unviable. Whilst it is disappointing that there will be no CIL funding from these sites, it is our experience that the S106 and S278 requirements are such that CIL as well is not appropriate.

The proposed rates for residential development (previously developed land) are £125, which is considerably less than that in South Oxfordshire (<https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2023/12/South-Annual-CIL-Rate-summary-December-2024.pdf>) and less than Oxford (<https://www.oxford.gov.uk/downloads/file/1553/cil-partial-review-draft-charging-schedule>). We would like to see higher rates for previously developed land, in line with the City and other districts, to support more infrastructure funding than will be achieved with the rates as proposed.

We note that the viability report makes frequent reference to the use of S106 alongside CIL, and we would want any documentation to be clear that S106 will continue to be the main route for funding all relevant OCC infrastructure, with scope for CIL to be used in addition, sometimes to bridge funding gaps.

OCC would like to engage with West Oxfordshire District Council to agree how a proportion of CIL will be spent on infrastructure that the County Council is responsible for. CIL spending strategies exist in South Oxfordshire and Vale of White Horse District which allocate a defined percentage of CIL funding to the County Council for projects approved by the Districts each year and the County Council uses those strategies to make informed applications for funds.

CIL funding could help bring forward numerous transport projects that would support development in line with the LTCP which are currently unfunded or have a funding gap. The projects could range from works on the highways to works around railway stations and public rights of way. There is a particular need to fund rural transport improvements and CIL should be considered for measures in villages and providing connections between settlements. More widely, even a small amount of funding will help to improve gaps in the cycle network and create mini mobility hubs in accordance with strategies and plans such as Local Cycle and Walking Investment Plans (LCWIPs) and our Mobility Hub Strategy. The County Council would also like consideration to be given to using CIL funding towards major mobility hubs as these benefit a wide area.

CIL funding could also be used for public transport infrastructure where gaps are identified, as well as bus service provision where there have been insufficient contributions received through S106 to enable a service in the early stages of a development and influence travel behaviour from the outset. Community bus services should also be considered for CIL funding as these are often a lifeline for rural areas and are difficult to secure funding towards.

Improvements to the household waste recycling facility network also could be funded using CIL, as well as depot space for Supported Transport and Fleet services.

Healthy place shaping schemes that benefit public health should be eligible for CIL funding.

CIL funding could be used to plug funding gaps in any of the projects listed in the Infrastructure Development Plan (IDP) that accompanies the Local Plan. However, the IDP and those projects referred to above should not be considered a definitive list as further infrastructure needs may become apparent over time.