

Torbay Council

Community Infrastructure Levy

**Revised Draft Charging
Schedule**

March 2016

Community Infrastructure Levy: Revised Draft Charging Schedule

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Torbay Community Infrastructure Levy: Revised Draft Charging Schedule

1. Introduction and Background.

This is Torbay's Revised Draft Charging Schedule for the Community Infrastructure Levy (CIL).

The document has been revised in response to representations made on the Preliminary Draft Charging Schedule (PDCS), consultation that took place between December 2011 and February 2012, and the Draft Charging Schedule (DCS) which took place between February and March 2015, as well as subsequent viability evidence.

Representations are sought on this Revised Draft Charging Schedule between Friday 18th March – Friday 29th April. There is no need to repeat representations previously made on the Preliminary or Draft Charging Schedules, as these will be reported to the Independent Examiner conducting the CIL Examination.

Community Infrastructure Levy is a tax levied on development of more than 100 sq m of floorspace, or new-build dwellings. It is intended to help fund the infrastructure needed to support growth in Torbay. It is regulated by the Community Infrastructure Levy Regulations 2010 (as amended).

The Council is intending to charge CIL on residential developments within four charging zones:

- Areas in the built-up area within 20% most deprived area (as indicated in the Indices of Deprivation 2015).
- Elsewhere in the built-up area
- Outside the built-up area
- Future Growth Areas

The built-up area is defined by the area outside Policy C1 "Countryside and rural economy" area in the Adopted Torbay Local Plan 2012-30.

Residential schemes within Future Growth Areas (as proposed in the Adopted Torbay Local Plan 2012-30) will not be charged CIL. The Council will continue to negotiate S106 Obligations to cover the infrastructure needed to support their development as well as affordable housing.

It is intended to seek CIL on larger out-of- town/district centre retail developments.

All charging zones are based on the viability of development within the zones. Whilst sites within Future Growth Areas are likely to be viable with CIL, it is considered that S106/S278 Agreements are a more effective mechanism for providing the infrastructure required by development in these areas.

2. Next Steps

This revised Schedule and any Modifications to it will be submitted to, and considered by, an Independent Examiner (such as the Planning Inspectorate). He or she may approve it, reject it or approve it with modifications.

Following receipt of the Examiner's Report, CIL needs to be adopted by Torbay Council.

3. Where to Find Out More

More detailed advice on CIL and the relevant Regulations (with amendments) can be found on the Planning Advisory Service website:

<http://www.pas.gov.uk/community-infrastructure-levy>

The government's online Planning Practice Guidance, Part 25 contains detailed advice on CIL and links to relevant Regulations:

<http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/>

Other details about CIL can be found on the Planning Portal's CIL page:

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

4. The Torbay Infrastructure Delivery Study and Viability Evidence

Under the CIL Regulations (2010 as amended - most recently in 2015), Charging Authorities are required to publish a charging schedule of CIL rates and to identify items of infrastructure they wish to fund through CIL. Charging Authorities should assess the impact of CIL on viability and set it at a level that will not jeopardise development.

Regulation 14 (1) of the CIL Regulations (as amended) indicates that: *"In setting rates (including differential rates) in a charging schedule a charging authority must strike an appropriate balance between:*

a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and

(b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area".

Torbay Council is the Charging Authority for the Torbay Local Plan area.

Detailed information on the need for infrastructure, estimated funding gaps, and the assessment of viability are contained in the Torbay Infrastructure Delivery Study (Baker Associates/Roger Tym and Partners 2011, Chapter 8). This is published on the Council's website at:

<http://www.torbay.gov.uk/index/yourservices/planning/strategicplanning/evidencebase.htm>

The Viability assessment in this document informed the rates set out in the PDCS (December 2011).

There have been two subsequent viability reports prepared to advise the Council on the viability of development and the scope to seek contributions from developers. The Torbay Local Plan Viability Testing –Economic Viability Report (PBA 2014) was a “whole plan” viability assessment of the policies in the (then) emerging Torbay Local Plan. This assessment informed the DCS (February 2015).

The most recent viability assessment is the **Torbay CIL Viability Study Economic Viability Report (Peter Brett Associates, January 2016)**. This was carried out when the Local Plan Inspector’s Report had been received (October 2015) and the Local Plan with Modifications was nearing adoption. It assessed the scope to levy CIL taking into account the policy requirements (including affordable housing and space standards) in the Adopted Torbay Local Plan 2012-30.

The 2016 Report is published on the Council’s website at:

<http://www.torbay.gov.uk/index/yourservices/planning/strategicplanning/local-viability-report-16.pdf>

The updated viability report advised that viability had reduced slightly for smaller residential schemes, extra care units and retail development. This advice is reflected in the CIL rates recommended in this Revised Schedule. The Viability Update also advised that residential developments of more than 4 dwellings had sufficient headroom to pay CIL of £78 per sq m. The Draft Charging Schedule has not increased the rate above £70 previously consulted upon for sites within the built up area, in order to avoid undue burdens being placed upon smaller developments.

Following further consideration of viability evidence, it was considered appropriate to charge a lower CIL rate in areas of lower housing viability. The 20% most deprived Lower Super Output Areas (LSOAs) in the Indices of Deprivation 2015 are taken as an indicator of areas of lower viability.

5. The CIL and the new Torbay Local Plan 2012-30 - A landscape for success.

CIL is intended to help provide infrastructure needed to deliver growth and should normally be worked up and tested alongside the Local Plan. A key comment on the CIL Preliminary Draft Charging Schedule consultation in 2012 was that CIL would be premature until the new Local Plan is adopted.

The new “Torbay Local Plan 2012-30 and beyond: A landscape for success” was adopted by Council on 10th December 2015.

This consultation is not about growth levels or potential sites for development. However it is clear that Torbay will experience an infrastructure funding gap. In particular the South Devon Highway (formerly South Devon Link Road) is a key element in improving Torbay’s economic prospects. This was opened in December 2015, but the bulk of the £20 million borrowed by the Council to help fund it remains to be raised.

6. Who pays CIL?

CIL applies to developments that create more than 100 sq m gross internal floorspace of new development, minus the floorspace of any demolished buildings (so long as these have been in lawful use for at least 6 months out of the last three

years). New-build houses or flats are also liable to CIL even if less than 100 sq m, unless built by a “self-builder” and an exemption is obtained.

CIL only applies to places where people usually go, so does not cover buildings such as electricity sub-stations or plant room.

Social housing (as defined in the CIL Regulations) is exempt, as are charities so long as the development is used for charitable purposes. CIL is not collected if it would be less than £50.

Note that CIL is payable on qualifying developments whether they require express planning permission or are permitted under the General Permitted Development Order (as amended), Local Development Orders (LDOs) etc.

CIL will be used to help fund major infrastructure projects set out in the key infrastructure projects list (“Regulation 123” List). Should other infrastructure needs arise that require CIL funding, the Council will publish a revised Regulation 123 List.

A “neighbourhood portion” of CIL must be spent in the neighbourhood in which CIL arises. When Neighbourhood Plans have been “made” (i.e. adopted following approval at a local referendum), this will be 25%. The proportion will be 15% until Neighbourhood Plans are approved at referendum.

In the case of Brixham, the money will be passed directly to the Town Council. For the “unparished” parts of Torbay (i.e. everywhere except Brixham Town Council area), the Council will hold the money and spend it on matters agreed with the local communities. This will be used to support the infrastructure priorities identified by Community Partnerships and Neighbourhood Forums.

7. Social housing and Self-Build Housing Exemptions

Social housing (as defined in Regulation 49 of the CIL Regulations (as amended)) and self-build/custom-build housing have a mandatory exemption from CIL.

Self-build/custom-build housing is defined in the CIL Regulations (as inserted in 2014). Section 54 of the CIL Regulations (Amendment) 2014 sets out procedures that must be followed in order for self-build exemption to apply. ***Exemption can only be claimed before development is commenced.***

8. Torbay’s Proposed Approach to CIL: Residential Development

The Revised Draft Charging Schedule sets out four residential Charging Zones:

- 1) Built-up areas with lower development viability due to deprivation.** Residential developments of 1-3 dwellings within areas of deprivation (Charging Zone 1) will not be charged CIL (i.e. they will be zero rated). Larger sites will be charged CIL. This zone is defined as Lower Super Output Areas (LSOAs) within the built-up area which are within the 20% most deprived LSOAs in England in the Indices of Deprivation 2015. S106 Obligations will be sought to address site acceptability matters, and to make development legal in terms of its impact on Habitats Regulations matters etc.

- 2) **Elsewhere in the built-up area.** Residential development will be charged CIL. The built up area is defined as areas outside the Policy C1 “Countryside and rural economy” area in the Adopted Torbay Local plan 2012-30, that are not within Zone 1 or a Future Growth Area.
- 3) **Outside the built-up area.** Residential development will be charged CIL. This applies to areas within the Policy C1 “Countryside and rural economy” area.
- 4) **Future Growth Areas** as defined by Adopted Local Plan Policy SS2 and related Strategic Development Policies. This includes the small parts of Future Growth Areas that are within deprived LSOAs. These will be zero-rated for CIL, but S106/S278 Agreements will be sought to provide infrastructure and affordable housing in these areas.

Development within Future Growth Areas will require strategic infrastructure serving the development. Such sites are likely to be larger in scale, so S106 pooling restrictions are less likely to prevent the delivery of key infrastructure. In addition, S106 Obligations are likely to be required for affordable housing on these sites.

The Council’s residential charging zones for CIL are set out in Figures 1-4 below.

Figure 1: Residential Charging Zone 1: Built-up areas within the 20% most deprived LSOAs (excluding Future Growth Areas).

CIL Revised Draft Charging Schedule and relationship to S106 Obligations: Residential Development (Use Classes C3, C4 and Sui Generis Hostel. See Note 1)

	S106	CIL
Developments of 1-3 net new dwellings	Zero, except for direct site acceptability matters. (Including access, direct highway works, flooding and biodiversity, matters to make development acceptable in terms of Habitats Regulations and other legal matters).	Zero
Developments of 4 -14 net new dwellings.	Zero, except for direct site acceptability matters (see above). Note that affordable housing may be sought on greenfield sites of 3 or more dwellings (see Note 2).	£30 per sq m of chargeable floorspace.
Developments of 15+ net new dwellings.	Zero, except for direct site acceptability matters (see above). Note that affordable housing is sought on sites of 15+ dwellings (see Note 2)	£30 per sq m of chargeable floorspace

Figure 2: Residential Charging Zone 2: Outside 20% Most Deprived LSOAs, and within the Built Up Area (see Note 3)

CIL Revised Draft Charging Schedule and relationship to S106 Obligations: Residential Development (Use Classes C3, C4 and Sui Generis Hostel) See note 1.

	S106	CIL
Developments of 1-3 net new dwellings	<p>Zero, except for direct site acceptability matters. (Including access, direct highway works, flooding and biodiversity, matters to make development acceptable in terms of Habitats Regulations and other legal matters).</p> <p>Note that affordable housing is sought on greenfield sites of 3 or more dwellings (see Note 2).</p>	£30 per sq m of chargeable floor space.
Developments of 4 -14 net new dwellings.	<p>Zero, except for direct site acceptability matters (see above).</p> <p>Affordable housing on greenfield sites, usually by contribution on sites of fewer than 10 dwellings (see note 2).</p>	£70 per sq m of chargeable floor space.
Developments of 15+ net new dwellings (excluding Future Growth Areas)	<p>Zero, except for direct site acceptability matters (see above).</p> <p>Affordable housing is sought on sites of 15 plus dwellings. See Note 2.</p>	£70 per sq m of chargeable floor space.

Figure 3: Residential Charging Zone 3: Outside the Built Up Area (i.e. within the Countryside Area).

CIL Revised Draft Charging Schedule and relationship to S106 Obligations: Residential Development (Use Classes C3, C4 and Sui Generis Hostel (see note 1)).

	S106	CIL
Developments of 1-3 net new dwellings	<p>Zero, except for direct site acceptability matters. (Including access, direct highway works, flooding and biodiversity, matters to make development acceptable in terms of Habitats Regulations and other legal matters).</p> <p>Note that affordable housing is sought on greenfield sites of 3 or more dwellings (see note 2).</p>	£70 per sq m of chargeable floor space.
Developments of 4 -14 net new dwellings	<p>Zero, except for direct site acceptability matters (see above).</p> <p>Affordable housing on greenfield sites, usually by contribution on sites of fewer than 10 dwellings (see note 2).</p>	£70 per sq m of chargeable floor space.
Developments of 15+ net new dwellings (excluding Future Growth Areas)	<p>Zero, except for direct site acceptability matters (see above).</p> <p>Affordable housing is sought on sites of 15 plus dwellings (see note 2).</p>	£140 per sq m of chargeable floor space.

Figure 4: Residential Charging Zone 4: within Future Growth Areas

CIL Revised Draft Charging Schedule and relationship to S106 Obligations: Residential Development (Use Classes C3, C4 and Sui Generis Hostel) See note 1.

	S106	CIL
Developments within Future Growth Areas (Local Plan Policy SS2)	<p>S106 Contributions to cover infrastructure needed to make development sustainable. Likely to include:</p> <ul style="list-style-type: none"> • Direct site acceptability matters. • Affordable Housing (see Note 2). • Sustainable development contributions necessary to make the development acceptable in planning terms. 	Zero

Notes to Residential Charging Schedule tables

Note 1: Residential includes dwellings within Use Classes C3 and C4 and sui generis Houses in Multiple Occupation. It includes sheltered housing, where extra care is **not** provided. Extra care housing and student halls of residence will be zero rated for CIL, so long as secured for such use through condition or legal agreement.

Social Housing, as defined by Regulation 49-50 of the CIL Regulations, is exempt from CIL where the requirements of the CIL Regulations have been met.

Self-build and custom-build housing are exempt from CIL so long as an exemption is claimed before the commencement of development. See PPG 25-141-20140612.

Charitable institutions, e.g. churches are exempt from CIL, so long as the development is used primarily for charitable purposes. (See Regulations 43-44 of the CIL Regulations).

Note 2: Affordable housing requirements are set out in Policy H2 of the Adopted Torbay Local Plan 2012-30. An element of affordable housing is sought on greenfield sites of 3 or more dwellings and brownfield sites of 15 or more dwellings. However, this may be reduced to zero in areas of deprivation, where this would encourage investment.

9. Torbay's Proposed Approach to CIL: Commercial Development

It is proposed to seek CIL on out-of-town centre retail and food and drink development of more than 300 sq m at £120 per sq m). This is a slightly lower rate to that set out in the Preliminary and first Draft Charging Schedules, and is based on the viability evidence noted above.

Where retail proposals are submitted as part of major mixed use developments, the Council may offer exceptional relief (as set out in Section 16 below) if this would secure a more sustainable and viable development, particularly where it would secure the early delivery of serviced employment land.

The Council's viability evidence (see above) indicates that town centre retail would not be viable with CIL. This viability position also applies to St Marychurch and Preston District Centres; but not The Willows District Centre, which operates as an out-of-town retail park.

The viability evidence indicates that other commercial/ employment uses would not be viable with a CIL.

Figure 5 sets out a draft CIL for commercial development. The Charging Zones Map are included at Appendix 1.

Figure 5 CIL Revised Draft Charging Schedule: Commercial and Non Residential Development		
Type of Development	Development Charging Zone	
	1) Town Centres, St Marychurch and Preston District Centres	2) Everywhere else (including The Willows District Centre).
Class A1 retail. less than 300 sq m	Nil	Nil
Class A1 retail over 300 sq m. (see Note 2).	Nil	£120 per sq m
Food and drink (Class A3, A4, A5) (see note 3).	Nil	£120 per sq m
Class A2 Financial and Professional services	Nil	Nil
Class B employment uses	Nil	Nil
Class D1 Non-residential institutions (see Note 3).	Nil	Nil
Class D2 Assembly and leisure/non residential institutions (see Note 3).	Nil	Nil
Class C1 Hotels	Nil	Nil
Class C2 and C2A Residential Institutions (see Note 4).	Nil	Nil
Note 1: Charitable institutions, e.g. churches are exempt from CIL, so long as the development is		

used primarily for charitable purposes. (See Regulations 43-44 of the CIL Regulations).
Note 2: Applies to all A1 retail uses including bulky retail.
Note 3: S106 contributions may be sought where a development has an effect on non-CIL chargeable matters, such as the night time economy; or where site specific mitigation measures are required such as for access.
Note 4: Care Homes are only taken to be non-self contained accommodation for persons who, by reason or age or infirmity, are in need of care. Extra care units are also zero- rated for CIL purposes. Sheltered or retirement dwellings which have their own bathroom and cooking facilities (i.e. are essentially self-contained), and are not extra care units, will be considered to be residential within Use Class C3.

10. CIL and S106 Obligations Policy

The Council will still make use of S106 Obligations alongside CIL in order to secure sustainable development. These must meet all of the following tests. They must be:

- a) Necessary to make development acceptable in planning terms.;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

After 6 April 2015, it was no longer permissible for more than five S106 obligations for infrastructure matters to be pooled (i.e. collected for one specific project). This does not apply to non- infrastructure items that are not fundable through CIL, such as affordable housing, training, or town centre management.

S106 Obligations may still be used to secure infrastructure, so long as they meet the above tests, and the Council has indicated that they do not intend to fund that item through CIL.

Full details of S106 Obligations will be set out in a revised Supplementary Planning Document. This will set out how planning obligations will be targeted on delivering the new Local Plan's growth strategy. It will provide more details on the implementation of affordable housing and green infrastructure. Particular attention is drawn to the need to alleviate flood risk and combined sewer overflows, and to protect priority species such as greater horseshoe bats and cirl buntings.

11. CIL Chargeable residential developments and S106 Obligations

CIL will be sought on residential developments outside Future Growth Areas (excluding sites of 1-3 dwellings in deprived SOAs). On these sites S106 Obligations only will be sought where they are directly necessary to making development acceptable in terms of direct on- and off-site impact (e.g. access, drainage, biodiversity and flooding).

Where possible such matters will be addressed through planning conditions rather than S106 Obligations.

Note that an element of affordable housing is sought on greenfield sites of 3 or more dwellings, and brownfield sites of 15 or more dwellings, as set out in Policy H2 of the Adopted Torbay Local Plan.

12. Residential development in Future Growth Areas and S106 Obligations

S106 Obligations will be negotiated with developers to secure affordable housing and provide the infrastructure needed for larger residential, commercial and mixed use schemes within Future Growth Areas. This includes but is not necessarily limited to:

- Direct site acceptability matters (biodiversity, flood prevention, access etc). Affordable housing (as per Policy H2 of the Adopted Local Plan).
- Sustainable development contributions (education, lifelong learning, sustainable transport, green infrastructure, recreation, employment etc).

All such contributions will be subject to the tests of lawfulness (see above) and pooling restrictions, on infrastructure items. Where practicable to do so, S278 Highways agreements will be used to carry out improvement to the highway.

Further details will be set out in a revised Supplementary Planning Document.

13. Non- residential development and S106 Obligations

S106 Obligations may be sought from commercial and other non-residential developments, so long as they meet the tests above and are not items identified in the Regulation 123 List as being funded through CIL.

This includes direct site acceptability matters (access, biodiversity, flooding etc), and dealing with the traffic impacts of proposals through sustainable transport. S106 Obligations will be sought to address other impacts of non-residential proposals.

For example where a development has an impact on regulating the night time economy, it could be the subject of a S106 Obligation towards CCTV or town centre management.

Further details will be set out in a revised Supplementary Planning Document

14. Calculating the chargeable amount of CIL

CIL will be calculated by multiplying the CIL rate by chargeable floor area and an inflation measure as follows:

$CIL = CIL \text{ rate} \times \text{gross internal floor area} \times \text{inflation measure.}$

The inflation measure is calculated by the increase in the RICS' Building Cost Information Service all-in tender price index from the base year to the date when permission is granted.

15. "Assumed Liability" and Commencement Notices

Ultimate liability for CIL runs with the land; however the CIL Regulations encourage someone to assume liability to pay. It is expected that the developer will often "assume liability". Where developers have assumed liability, they are required to submit a commencement notice to the Council prior to starting development.

CIL becomes payable from the date that chargeable development is commenced. When planning permission is granted, the Council will issue a liability notice setting out the amount payable and the payments procedure, including instalments where the amount payable is more than £5,000 (see below).

Where no one has indicated that they "assume liability", and/or no commencement notice is submitted by the developer, 100% of CIL is payable within 60 days of commencement of development. This will be identified through the Council's monitoring process and an inflation measure (as above), and recovery cost, will be applied to late payment.

16. Instalments Policy

In order to make CIL more affordable, taking developers' cash flow into account, CIL may be paid by instalments as set out below.

Instalments only apply where liability for CIL has been assumed and a commencement notice issued before development commences. Where this is not the case, 100% of CIL becomes payable within 60 days of commencement.

- **Where CIL is less than £5,000:** 100% within 9 calendar months of commencement of development.
- **Where CIL is more than £5,000:**
 - 25% within 9 calendar months of commencement of development.
 - 25% within 18 calendar months of commencement of development.
 - 25% within 24 calendar months of commencement of development.
 - 25% within 30 calendar months of commencement of development.

CIL payable is linked to inflation using the RICS' Building Cost Information Services all-in tender price index of construction. Therefore earlier repayment of CIL Instalments is encouraged.

Note that in CIL terms, development is considered to have been commenced when any material operation begins on the land. Developers are required to submit a Commencement Notice before development commences. If they do not do this, the Council will not be able to offer payment by instalments or CIL Relief.

17. Exceptional Circumstances Relief Policy

CIL is not intended to be a negotiated item. The CIL Regulations grants mandatory relief for charities, self- build, social housing etc.

In order to avoid exceptional circumstances rendering development unviable, the Council will consider offering "exceptional circumstances relief" where:

- The chargeable development is being carried out pursuant to a planning permission that is subject to an enforceable s106 Obligation that makes the development acceptable in planning terms; and
- Evidence (in the form of an assessment of viability) is provided to demonstrate that paying the full levy would have an unacceptable impact on the development's economic viability; and
- The relief must not constitute notifiable state aid (see PPG paragraph 25-129), **unless** the development would otherwise be eligible for mandatory charitable relief.

As noted above, the Council will consider granting exceptional relief to retail elements of large mixed use schemes where this would secure a more sustainable and viable development, particularly the early delivery of " Use Class B" employment land (and the above criteria are met). Similarly, the Council will consider granting exceptional relief where developments would assist in the delivery of town centre masterplans or early delivery of (Class B) employment. The criteria noted above must apply (i.e. there must be a s106 Obligation in place and a viability assessment

has been carried out to indicated that the impact of CIL would render development unviable.

Independent assessments of viability should be carried out at the applicant's expense.

Further details of the Council's arrangements for assessing viability will be set out in a new Supplementary Planning Document dealing with developer contributions.

CIL relief must be sought before the commencement of development. This applies to both mandatory and discretionary relief.

Payments in kind of land or infrastructure may be accepted in lieu of cash payment of CIL where they will assist with the delivery of items on the Regulation 123 list *and* comply with the legal requirements (currently set out in regulation 73A of the CIL Regulations).

18. State Aid

The proposed CIL rates are derived from the supporting viability evidence and strike an appropriate balance between the desirability of funding infrastructure to support development in Torbay while ensuring that the rates do not prevent development from coming forward. The proposed basis for charging CIL in Torbay is based on viability evidence and no competitive advantages are identified for any development type or organisation which would give rise to any implications with regard to State Aid.

19. Review of CIL

The Council will keep CIL rates under review. If there are significant changes to the viability of development, CIL will be revised in accordance with the process set out in the CIL Regulations.

20. Draft “Regulation 123” List of Key Infrastructure Projects proposed to receive CIL

It is intended to use CIL to help fund the following items set out in the draft Regulation 123 List below. Accordingly, S106 Obligations will no longer be sought towards these items. The Council will publish a revised Regulation 123 List should other matters arise that need to be funded through CIL.

CIL Critical Infrastructure Item	Total Cost	Funding Shortfall
South Devon Highway	£130m	£20 Million
Impacts on South Hams Special Area of Conservation (Berry Head to Sharkham Point, Brixham) arising from: <ul style="list-style-type: none">• Recreational impacts on limestone grassland.• Offsite Impacts on greater horseshoe bats From CIL chargeable developments outside Future Growth Areas.	£2m	£2m

Appendix 1 Charging Zones Maps

Map 1. Residential Charging Zones

Zone 1: Urban areas within the 20% most deprived SOAs (Excluding Future Growth Areas).

Zone 2: Outside 20% most deprived SOAs, and within the Built-Up-Area

Zone 3: Outside the Built Up Area (i.e. within the Countryside Area)

Zone 4: Future Growth Areas


Map 2. Commercial Development Charging Zones:

Zone C1 Town Centres, St Marychurch and Preston District Centres.


Zone C2 out-of-town centre and The Willows District Centre.

Torbay CIL Residential Charging Zones


Charging Zone 1

 Urban areas within the 20 percent most deprived LSOAs (excluding Future Growth Areas)

Charging Zone 2

 Outside 20 percent most deprived LSOAs & within the Built Up Area


Charging Zone 3

 Outside the Built Up Area (i.e. within the Countryside Area)

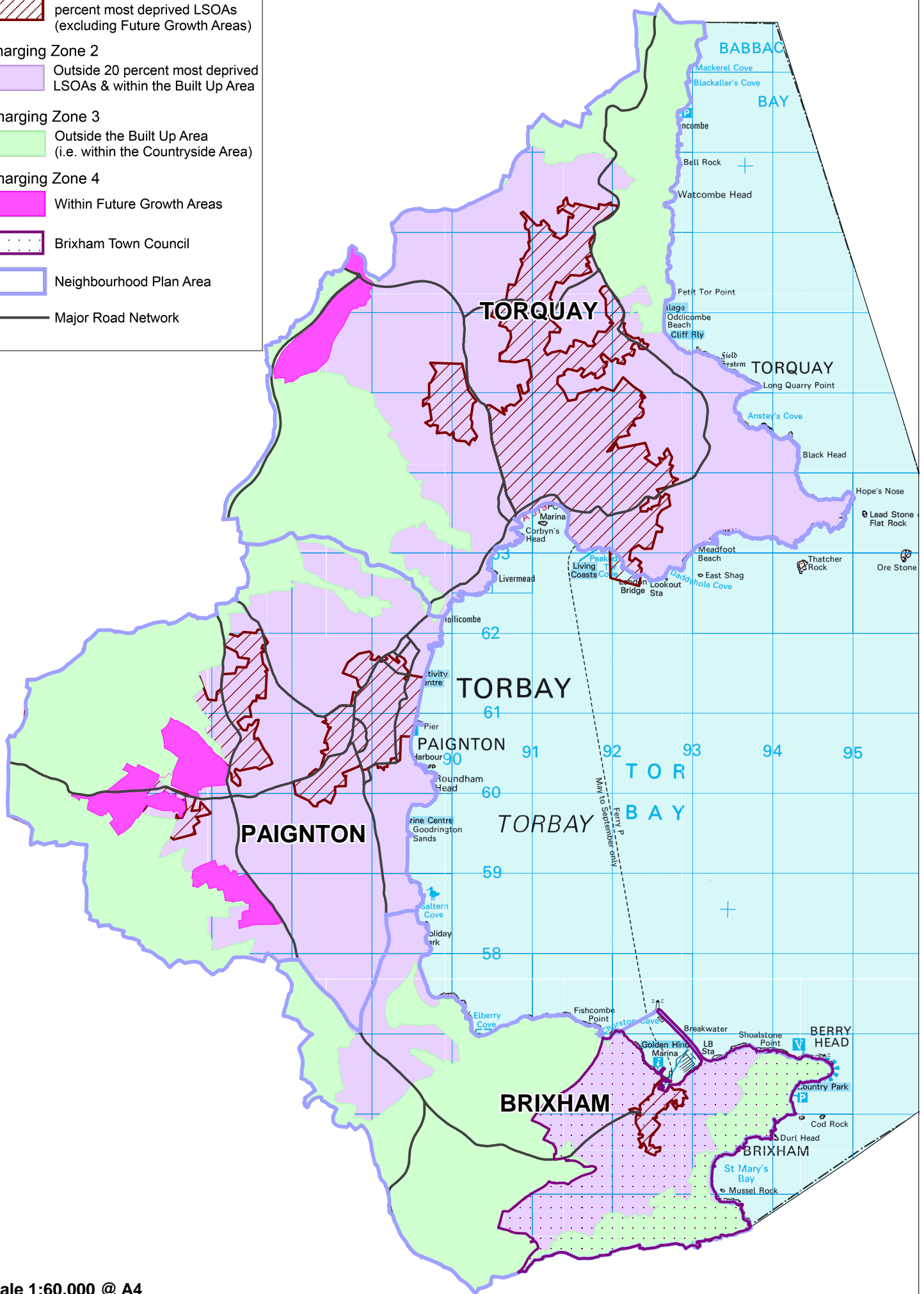
Charging Zone 4

 Within Future Growth Areas

 Brixham Town Council

 Neighbourhood Plan Area

 Major Road Network




Scale 1:60,000 @ A4


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Torbay CIL Commercial Charging Zones


Charging Zone C1

 Town Centres, St Marychurch and Preston District Centres

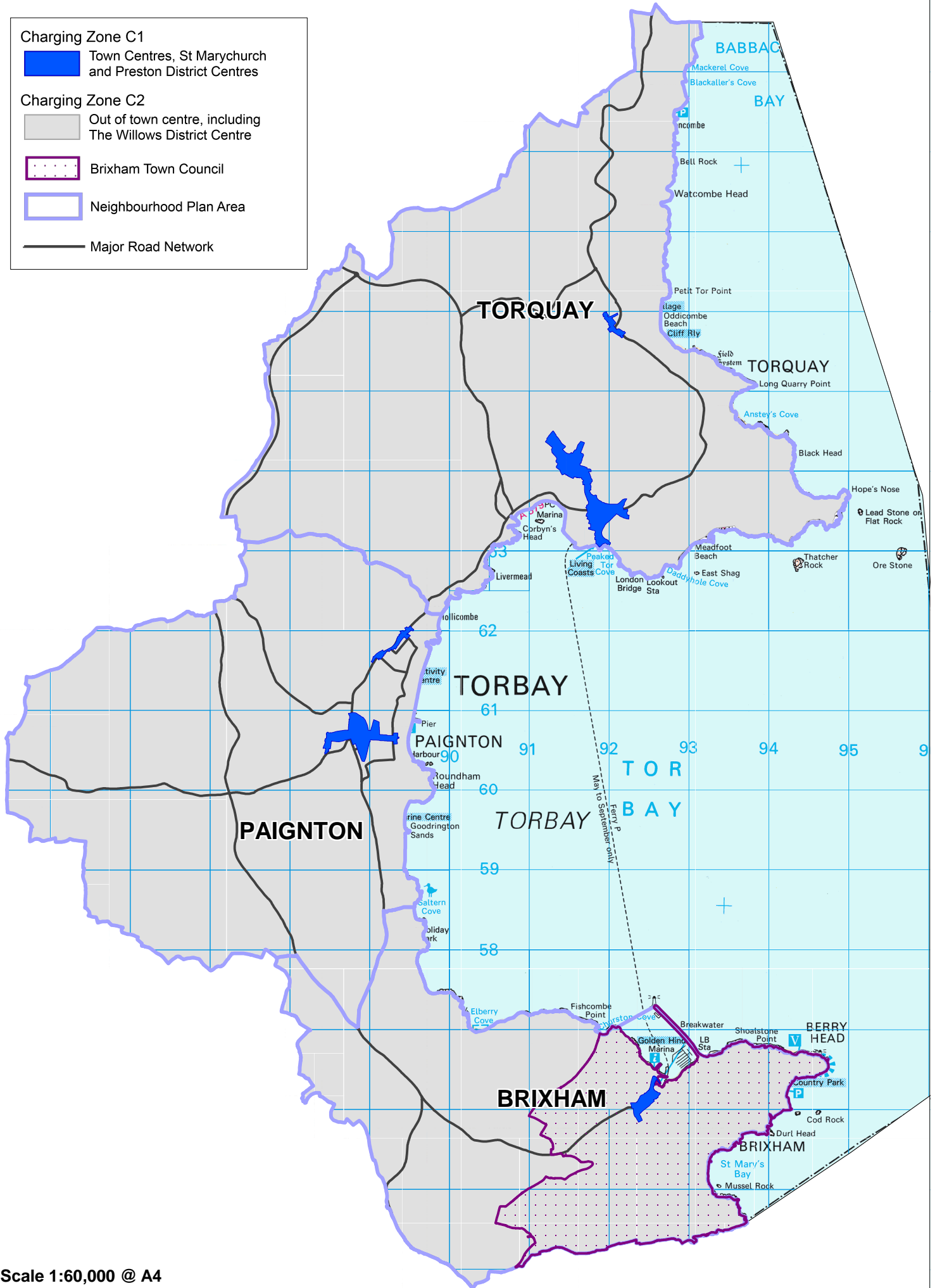
Charging Zone C2

 Out of town centre, including The Willows District Centre

 Brixham Town Council

 Neighbourhood Plan Area

 Major Road Network



Scale 1:60,000 @ A4

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