

**Teignbridge District Council  
Full Council  
19 May 2026  
Part i**

## **Community Infrastructure Levy (CIL) Charging Schedule**

### **Purpose of Report**

To adopt the Community Infrastructure Levy Charging Schedule.

### **Recommendation(s)**

The Council RESOLVES to:

- (1) Adopt the Teignbridge Community Infrastructure Levy (CIL) Charging Schedule as modified by the Examiner's Report to come into effect and replace the 2014 CIL Charging Schedule from 1 June 2026.
- (2) Delegate authority to the Director of Place to correct any minor errors in the charging schedule which come to light within six months of its approval.

### **Financial Implications**

These are as set out in paragraph 23.  
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### **Legal Implications**

These are as set out in paragraph 24.  
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### **Risk Assessment**

The overall risks of adopting a new Charging Schedule are very low, whilst the benefits are high. As set out in this report, CIL rates must be set at rates that will raise sufficient infrastructure funding, but not too high so as to make developments unviable. The new Charging Schedule achieves this. However, the CIL Inspectors Report has also reduced the overall amount of CIL likely to be collected, due to the zero rating of CIL at the Bradmore (GC13) site.

Whilst this is disappointing, CIL remains the best mechanism for collecting flexible infrastructure funding to address the demands placed on Teignbridge by new development, allowing the Council to invest in schools, parks, transport and other infrastructure that residents need. Failure to adopt this new Charging Schedule

carries the highest risk, on the basis that this charging schedule has been prepared in light of the new Local Plan and its new development allocations.

Alex Lessware, Strategic Infrastructure and Growth Officer  
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## **Environmental/ Climate Change Implications**

Adoption and charging of CIL does not have any direct negative environmental or climate change consequences. The availability of CIL for capital projects does give Teignbridge the opportunity to invest in projects that may have either positive or negative consequences. Teignbridge is investing in a range of projects including new cycle links and countryside parks, which are primarily positive for this issue.

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## **Executive Member**

Cllr Gary Taylor, Portfolio Holder for Planning

## **Appendices**

- A. Final Charging Schedule
- B. Inspectors Report
- C. Equality Impact Assessment

## **OVERVIEW**

1. The Community Infrastructure Levy (CIL) is a charge that can be levied on most forms of development to help fund a range of infrastructure that is needed to support the future growth of our area. CIL is intended to complement and 'co-exist' alongside the current system of Section 106 planning obligations. Rates are expressed as pounds (£) per square metre. The purpose of the Teignbridge CIL Draft Charging Schedule is to set out how the levy will be charged on new developments in the area and serves to supplement the new Teignbridge Local Plan 2020-2040, taking account of policies and viability assessment evidence prepared for the plan.
2. Members previously approved consultation on the document in January 2023 at Full Council, which was subsequently undertaken over three periods:

- Initial consultation on CIL Draft Charging Schedule (23 Jan 2023 – 13 March 2023) – 221 consultation responses were received.
  - Consultation on final CIL Draft Charging Schedule (4 December 2023 – 8 January 2024) – 37 consultation responses were received.
  - Consultation on Proposed Modifications to CIL Draft Charging Schedule (13 Sept 2024 – 11 October 2024) – No responses received to final stage of consultation.
3. During this process changes were made to the Draft Charging Schedule which recognised valuable points raised by consultees. These included amongst others, adjustment of CIL Charging Zones to reflect latest value areas with three main charging zones proposed, plus two charging zones for large sites. Proposal for zero CIL (from £25m sq) on retirement housing, including age restricted open market homes within sheltered housing was incorporated into proposed modifications to the schedule.
4. The Draft Charging Schedule has been subject to examination by an independent Examiner which included a hearing session on 30 September 2025 in the Council Chamber. Following which the Examiner's report was received on 18 December, as attached at appendix B and published on the Teignbridge CIL Examination webpage. Of close relevance, we received the Inspector's Report for the Teignbridge Local Plan 2020-2040 on 24 March 2026. The Inspectors found that with the recommended main modifications the plan is sound and capable of adoption. The CIL is identified by the Local Plan Inspector's Report as one mechanism expected to continue to deliver infrastructure associated with the local plan. As such, this report should be read alongside the separate report before Council relating to the adoption of the new local plan, (as per item on Full Council agenda of 19 May 2026).

## **REPORT DETAIL**

### **Examiner's Findings**

5. Importantly, the Examiner's report concludes that the draft charging schedule provides an appropriate basis for the collection of the levy in the Teignbridge area. It also further confirms that the Council has provided sufficient evidence that shows the proposed rates would not threaten delivery of the Local Plan.
6. The charging schedule has thereby been found to satisfy the drafting requirements and can proceed to be approved and brought into effect subject to the making of one modification (EM1) to replace the rate for Bradmore New Neighbourhood with £0 m<sup>2</sup>. (from £70 m<sup>2</sup>) on the CIL Charging Schedule.
7. In relation to the single modification, the Examiner concluded there was a significant risk to the delivery of housing on the Bradmore site if the CIL is set at £70 and that it should be treated as a strategic site subject to nil CIL.

Furthermore, the Inspector concluded that this is not an unusual way of dealing with strategic sites where viability may be challenging and (in his view) it has the advantage of giving the Council more scope to get site specific infrastructure funded through s106 agreements (para 39 of Examiner's Report refers).

8. All other parts of the draft charging schedule, including CIL rates for residential and retail forms of development remain as per the submitted schedule, along with identified charging zones. Taking account of modification EM1, the full CIL charging schedule is attached at Appendix A.
9. For implementation purposes the charging schedule is required to stipulate an 'effective' date for when the new CIL will begin to be charged. In this context, it is proposed to set an 'effective' date of 1 June 2026. Therefore, any applications receiving planning permission on or after this date will need to comply with the new CIL requirements and be chargeable.

### **Development Viability**

10. Viability evidence has formed a cornerstone for both the Draft Charging Schedule and Local Plan policies. The viability assessment prepared by the council's consultants, Three Dragons, has thoroughly assessed the policies in the new Local Plan that have viability implications, including the provision of affordable housing, higher future building standards, design standards, provision of custom and self-build, exception sites, biodiversity and habitats mitigation.
11. A recognised method was followed, using a typology approach regarding the likely forms of development in the area. Three broad groups of development types were defined: residential, specialist homes and non-residential.
12. Fourteen generic residential typologies were identified, ranging from a small house scheme involving 3 units to an eight-hundred-unit scheme. Nine non-residential typologies were tested involving offices, industrial/warehouse, retail and a budget/ business hotel.
13. The testing included both green field and brown field sites as appropriate for the type of development envisaged. A range of affordable housing requirements were tested with the highest amount of affordable housing assumed (70%) for rural exception sites.
14. It was clear from the viability testing that most of the residential development tested is viable and that in viability terms, the policies proposed in the new local plan do not put delivery at risk.
15. In the run-up to the CIL hearing, it was necessary to prepare large site viability evidence to test the strategic development sites, including Bradmore New Neighbourhood (GC13), Markham Village (EE1) and Peamore and West Exe (EE2).

16. This work carried on from earlier high-level testing on the sites contained in the second Viability Assessment addendum report prepared in October 2023.

### **Implications of the £0 sq m Bradmore rate**

17. The Inspector's recommendation for a £0 sq m CIL rate for the Bradmore allocation (Charging area 3) is consequential for future CIL income. It means all planning obligations on this site, including in relation to transport, greenspace and other policy requirements, will need to be secured through a S106 agreement, because no CIL will be due. This approach can be successful subject to a coordinated approach between key stakeholders (including DCC and the developer) and suitably flexible wording of S106 obligations.
18. There will be an impact on the CIL income for Teignbridge and the relevant parishes (Newton Abbot / Islington), through the loss of a proportion of the CIL, which is estimated to have been approximately £3.5m for the area excluding the 250 homes west of Houghton Barton (20/00586/MAJ).

### **Future CIL Review**

19. Once the new CIL Charging Schedule has been introduced it will be necessary to closely monitor implementation through continuing dialogue with the local development industry, including agent representatives. In particular, seeing that new development sites are moving forward in a timely manner to match expectations identified in the housing trajectory of the local plan. The Council will also keep its charging schedule under review to ensure the levy charges remain appropriate over time.
20. Given the conclusions of the Inspector's report concerning Bradmore, the most practical future course would be to undertake a focused single site CIL Review for Bradmore in 2028/29 which will provide more accurate evidence for costings, prior to the majority of the development scheme coming forward.
21. The evidence is clear that for sites elsewhere, including the Markham and Peamore strategic sites there is considerable CIL headroom, meaning this Charging Schedule is unlikely to require a broader review. Although it will also be necessary to comply with any forthcoming changes to the overall system of infrastructure funding at the local level flowing from government policy, such as any new Infrastructure Levy scheme.
22. Following issue of the Examiner's Report further non-material changes, including typographical errors and factual corrections may be identified in the Charging Schedule. These would not impact upon the CIL rates. As such, these are classified as correctable errors by the CIL Regulations 2010 and Regulation 26 enables the Council as the charging authority, to correct the errors once Council has approved the Charging Schedule. It is therefore recommended that delegated authority is given to the Director of Place to amend the Charging

Schedule and publish the correctable errors in a correction notice within 6 months of adoption.

## **Implications, Risk Management and Climate Change Impact**

### **Financial**

23. The CIL generates a substantial portion of the Council's capital budget to deliver the infrastructure necessary to support the development of the area. The CIL regulations also allow use of up to 5% for administration. Overall, this Charging Schedule will support the Council's objectives without placing additional pressure on the revenue budget. But the reduction of CIL income resulting from the £0 rate at Bradmore will impact the overall sum available for administration.

### **Legal**

24. The primary Power for this Report is Part 11, Planning Act 2008. The Operational regime is the Community Infrastructure Levy Regulations 2010 (as amended). The intended actions of this Report sit within this Statutory framework. It is also necessary to be reasonable, viable and consistent with national guidance in the NPPF and Planning Practice Guidance (PPG). To fulfil relevant legislative requirements the charging schedule should set an appropriate balance between helping to fund necessary new infrastructure and the potential effects on the economic viability of development across the plan area.

### **Risks**

25. If the recommended approach is not followed there is a real risk that the whole Charging Schedule may be compromised by not being consistent with the Planning Act 2008 as amended and Community Infrastructure Regulations, guiding the proper preparation of such documents and therefore, satisfactory implementation outcomes.
26. There are various risks associated with not having an up-to-date CIL Charging Schedule. If the CIL rates were set too high developments may not be able to match policy requirements in the Teignbridge Local Plan 2020-2040. If the CIL is set too low it would prove more difficult to secure sufficient funding to deliver projects in the Teignbridge Infrastructure Delivery Plan and One Teignbridge Strategy Action Plan. Adoption of the CIL Charging Schedule will set the Council on track to help meet outstanding infrastructure delivery commitments as recognised in these documents.

### **Environmental/Climate Change Impact**

27. The CIL charging schedule and collection of CIL itself does not have significant environmental and climate change impacts. Such issues may be evaluated and addressed when CIL-funded projects come forward to consider matters such as embodied carbon and energy consumption in-line with Local Plan policies and council objectives.

### **Alternative Options**

28. A different option would be to forgo an updated CIL Charging Schedule, instead relying on other forms of funding for local infrastructure, such as S106 Planning Obligations. However, this would depart from the approach followed for the adopted Teignbridge Local Plan (Policy S5) and the new Local Plan (Policy GP7) which aim to deliver the infrastructure required. CIL has been successful in raising £41.8m towards strategic infrastructure projects and has thereby reduced the infrastructure funding gap in the district.

### **Conclusion**

29. For the reasons set out in this report, it is recommended to Full Council that the CIL charging schedule be approved so that CIL charging under the new terms and levels can commence on 1 June 2026.