

**Milly Southworth**

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**From:** Huggins Marine <office@hugginsmarine.com>  
**Sent:** 03 June 2026 14:23  
**To:** clerk@torpointtowncouncil.gov.uk  
**Subject:** CIL levy Tax Torpoint Town

Dear Milly,

I am writing to express my growing concern regarding the economic challenges currently facing Torpoint and the significant impact that the Community Infrastructure Levy (CIL) is having on investment, housing delivery and regeneration within the town. As a small local developer having been involved in property development in Torpoint for many years, I feel compelled to raise these concerns once again. The situation has now reached a point where urgent consideration is needed if the town is to avoid further economic decline and continue to attract investment. Torpoint finds itself in a unique position. Housebuilding has largely stalled, commercial investment is limited, and many retail and commercial premises remain vacant due to low footfall and a lack of economic confidence. At the same time, the town's housing stock is ageing, with very little new housing delivered in recent decades despite genuine efforts from local developers to bring forward schemes. While I appreciate the purpose of CIL in supporting infrastructure provision, its application within Torpoint is having the unintended consequence of discouraging development and rendering many otherwise beneficial schemes financially unviable.

The reality is that Torpoint should be thriving. As the gateway to Cornwall, with a strategic waterfront location and close links to Plymouth, it should be attracting investment rather than deterring it. Unfortunately, the combined impact of CIL liabilities, rising construction costs, increased borrowing costs and wider economic pressures has resulted in numerous projects being delayed, shelved or withdrawn altogether. To illustrate the scale of the issue, my company alone has had several developments either postponed or abandoned as a direct result of viability concerns linked to CIL. These include the proposed redevelopment of Carbeile Wharf boat yard which would have delivered a marina, visitor facilities, employment opportunities and approximately 40 new apartments we actually brought this to presentation to town council for which it was supported. We did intend to take it to the pre app stage with Cornwall council but once it was evident the massive CIL tax payment we would have had to pay we withdrew it from pre app stage and it is now shelved indefinitely this would have been a major investment for the town and asset. A revised housing-led scheme for The Gardens at Antony Road incorporating new public conveniences we have had this dormant for two years now. Any more viable scheme will attract massive CIL Levey which would make the new scheme we have designed for 5 terrace houses and 8 maisonettes for the rental sector unviable shelved indefinitely due to CIL levy. Carew Wharf development at Marine Drive planning application now withdrawn this year due to CIL levy this would have brought 3x3 bed maisonettes to the rental market; proposals for around 30 apartments on the former NHS site shelved indefinitely due to CIL levy; and several other brownfield opportunities within the town that currently remain dormant. Collectively, these schemes would have delivered much-needed housing, created employment opportunities, increased footfall for local businesses and contributed significantly to the regeneration of Torpoint. Instead, they remain stalled because the financial burden of development has become increasingly difficult to justify. The wider consequences extend beyond housing delivery. Falling school rolls, declining commercial activity and reduced investor confidence are all symptoms of a town struggling to attract new residents and economic growth to Torpoint. Without new housing and investment, it becomes increasingly difficult to sustain local services, support businesses and strengthen the local economy for which we can now all witness the recent decline.

Whilst larger strategic housing allocations continue to be discussed, many remain years away from delivery. In the short to medium term, Torpoint's most realistic opportunity for growth lies in the redevelopment of brownfield sites and smaller infill developments. These are precisely the schemes most affected by the current CIL regime. I would therefore respectfully ask that Torpoint Town Council enter into discussions with Cornwall Council regarding the viability of the current CIL charging structure within Torpoint and explore whether the town should be considered for a temporary exemption, reduction or other form of relief designed to encourage regeneration and housing delivery. I would also ask whether consideration could be given to extending certain benefits or incentives associated

with the Plymouth Freeport into Torpoint. With major expansion planned at Devonport Dockyard and increasing employment opportunities through Babcock and associated industries, there will inevitably be a growing demand for housing for workers and their families. Plymouth faces significant constraints on land availability for new residential development, whereas Torpoint is uniquely positioned to help meet some of this demand. As a town located immediately across the Tamar from Devonport, Torpoint is well placed to support future economic growth on both sides of the river. Extending Freeport-related incentives, regeneration support or development relief measures into Torpoint could help unlock stalled housing schemes, encourage investment in brownfield sites and provide much-needed homes for those employed within Plymouth's expanding marine and defence sectors. Such an approach would not only assist Torpoint's regeneration but would also support the wider regional economy by helping address future housing demand arising from employment growth within the Freeport area. In summary, I believe Torpoint now presents an exceptional case that warrants urgent consideration. The current CIL charging regime is restricting investment, preventing housing delivery and hindering regeneration at a time when the town needs growth and confidence.

Without intervention, there is a real risk that development activity will continue to decline, with wider consequences for employment, local businesses and the long-term sustainability of the town. I offer these comments not as criticism, but as the perspective of a local developer who has invested in Torpoint for many years and who wants to see the town prosper. I hope these observations assist the Council in understanding some of the practical barriers currently preventing development from coming forward and encourage a constructive dialogue about how those barriers might be addressed.

Yours sincerely,

Shaun Huggins

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Kind Regards  
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