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

**Draft CIL Charging Schedule for Sevenoaks District Council (August 2026)**

**Frequently Asked Questions**

## What is the Community Infrastructure Levy (CIL)?

The Community Infrastructure Levy (CIL) is a charge levied on qualifying new development. The money collected helps fund local infrastructure projects across the District, including open spaces and play areas, community buildings, health facilities, footway and crossing improvements, access to nature and other improvements. CIL works alongside other funding sources to support the delivery of new or upgraded infrastructure.

Sevenoaks District Council has been a CIL charging authority since 2014.

## What is a CIL Charging Schedule?

A CIL Charging Schedule sets out how much CIL different types of development must pay, and whether the charge varies across different parts of the District. The charge is set in pounds per square metre and is applied to the net increase in floorspace created by a development.

Under the current CIL Charging Schedule, most new development that creates 100 square metres or more of additional floorspace, or any new dwelling, may need to pay CIL. Some types of development can apply for relief or exemption, including residential annexes, extensions, and homes built by self-builders. These reliefs have strict rules and must be applied for before development starts.

Sevenoaks District Council adopted its CIL Charging Schedule on 4 August 2014.

## Why is the Council updating its CIL Charging Schedule?

Sevenoaks District Council has been charging the Community Infrastructure Levy (CIL) since 2014, and over the past 12 years it has helped fund a wide range of local infrastructure projects. During this time, however, a great deal has changed. The District now needs to plan for significantly more new homes, and the emerging Local Plan introduces updated and strengthened policies for how infrastructure will be secured and delivered. Land values, market conditions and national planning policy have also evolved, and our experience of operating CIL for more than a decade has shown where the system works well and where it needs to be improved.

In response to these changes, the Council has reviewed its CIL Charging Schedule to ensure it remains appropriate, up to date, and able to support the right infrastructure – delivered in the right place, at the right time, and at the right scale – to meet the needs of new development across the District to 2042.

**Which types of development will be charged CIL?**

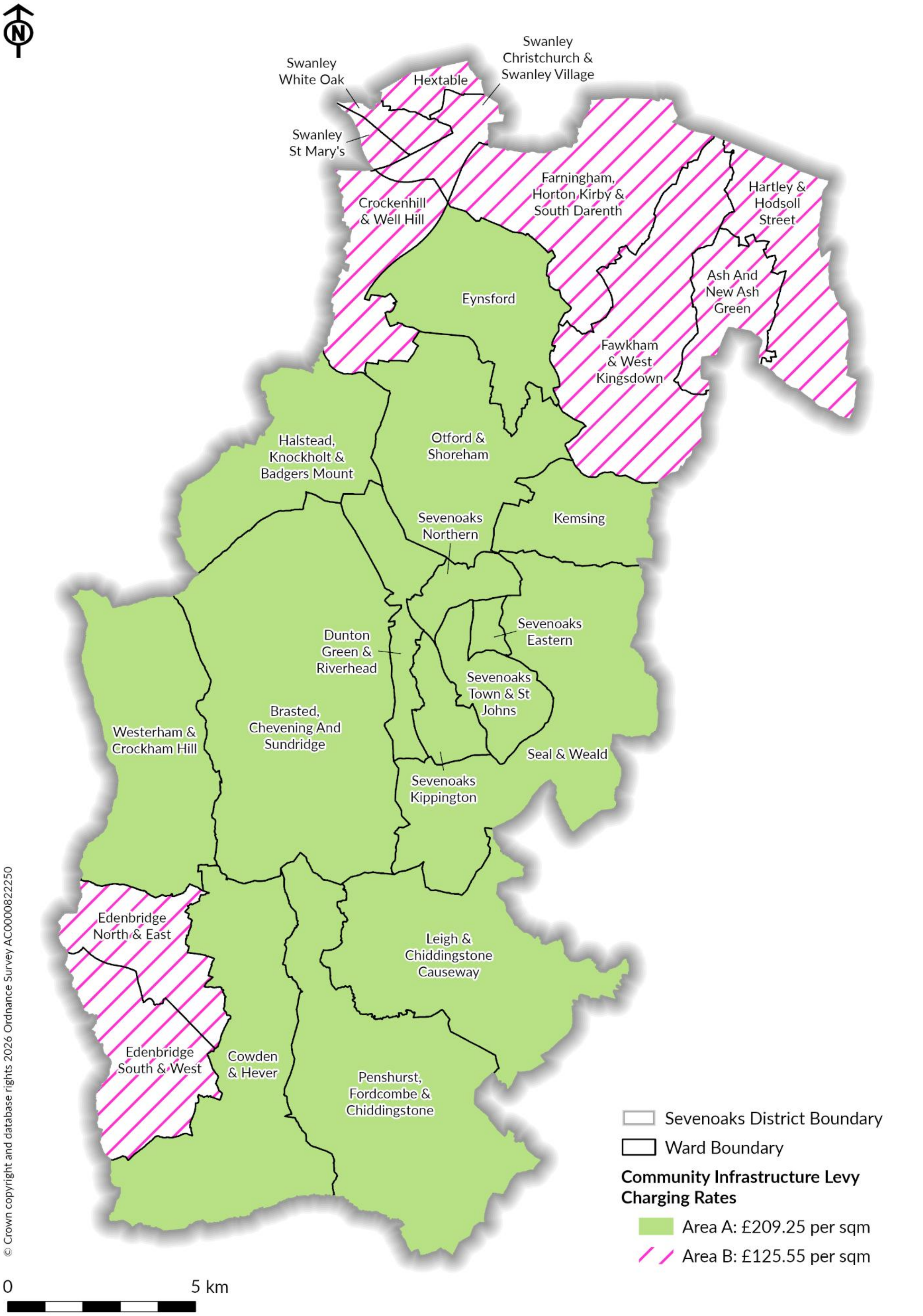
Going forward, under the revised CIL Charging Schedule, CIL will be charged on all residential development (use class C3) that creates between 1 and 9 new dwellings, also known as minor residential development.

**What are the updated CIL rates?**

| Development Type | Area A | Area B |
| --- | --- | --- |
| Residential (C3) development creating 1-9 dwellings | £209.25 per sqm | £125.55 per sqm |

The Council is not proposing to change the Area A and Area B boundaries. The updated rates will apply within the same charging areas as the current CIL Charging Schedule.

The two charging areas along with their respective CIL rates are shown on the map below.


Swanley White Oak
Hextable
Swanley Christchurch & Swanley Village
Swanley St Mary's
Crockenhill & Well Hill
Farningham, Horton Kirby & South Darenth
Hartley & Hodsoll Street
Ash And New Ash Green
Eynsford
Fawkham & West Kingsdown
Halstead, Knockholt & Badgers Mount
Otford & Shoreham
Sevenoaks Northern
Kemsing
Sevenoaks Eastern
Dunton Green & Riverhead
Sevenoaks Town & St Johns
Brasted, Chevening And Sundridge
Westerham & Crockham Hill
Seal & Weald
Sevenoaks Kippington
Edenbridge North & East
Leigh & Chiddingstone Causeway
Edenbridge South & West
Cowden & Hever
Penshurst, Fordcombe & Chiddingstone
Sevenoaks District Boundary
Ward Boundary
Community Infrastructure Levy Charging Rates
Area A: £209.25 per sqm
Area B: £125.55 per sqm
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**How have the CIL rates been set?**

CIL rates must be based on viability evidence, which assesses what development can reasonably afford to contribute while still remaining deliverable. Rates cannot be set to fund all infrastructure needs – they must be viability-led. Development viability has been robustly tested by the specialist consultancy Dixon Searle Partnership, with the outcomes presented within the Local Plan & CIL Viability Assessment Stage 2 Final Report (June 2026).

The Council has, as required by the CIL Regulations 2010 (as amended), sought to achieve an appropriate balance between the need to fund the infrastructure required to support development (whether in whole or in part through CIL) and the overall impact that revising CIL may have on the economic viability of development across the District.

**Which types of development will not be charged CIL?**

Going forward, under the revised CIL Charging Schedule, the following types of development will not pay CIL:

- Residential development (use class C3) that creates 10 or more dwellings, also known as major residential development.
- Non-residential development.
- Householder applications.
- Any other development that does not result in the creation of between 1 and 9 residential dwellings.

**Why will CIL no longer apply to major residential developments?**

The Local Plan is very clear that new development must be supported by the right infrastructure, delivered in the right place, at the right time, and at the right scale to support new development. Over the past 12 years, the Council has learned a great deal from operating CIL. Whilst it has been a success for funding smaller-scale improvements, it has not been the most effective way of securing the larger-scale strategic infrastructure needed to support major housing developments, for three main reasons:

1. CIL has not generated enough funding for larger-scale strategic infrastructure. Major developments often require brand new infrastructure such as schools, road improvements, health facilities, utilities upgrades and community spaces. These are expensive and complex projects. CIL, by design, is a funding pot that has to stretch across the whole of the District, and the amount it raises is rarely enough to fully mitigate the impacts of large developments.

2. CIL cannot guarantee that infrastructure is delivered close to where the impact of development occurs. CIL contributions are collected into a District-wide funding pot and allocated to infrastructure projects as proposals come forward for funding. This means that CIL funding can be spent anywhere in the District, not necessarily in the area where specific developments take place. As a result, the infrastructure funded by CIL does not always match the locations of growth, making it harder to ensure that communities receive the improvements they need at the right time.

3. CIL payments can take time to accumulate. CIL is paid when development starts, and contributions often need to be pooled over several years before a large project can be funded. This delays delivery and makes it difficult to provide infrastructure early enough to support new homes.

**How will infrastructure be secured on major developments?**

All the infrastructure required to mitigate the impacts of major residential and non-residential developments will be secured through Section 106 agreements, rather than CIL.

A Section 106 agreement is a legal agreement between a developer and the Council that makes sure new development provides the infrastructure or funding needed to address its impacts. They can secure site-specific infrastructure such as access roads, junction upgrades and walking and cycling routes, education contributions and land for new school provision, health and community facilities, affordable housing, open spaces and play areas, and utilities and drainage improvements. Unlike CIL, Section 106 is tailored to each site, ensuring the right infrastructure is delivered in the right place and at the right time.

The infrastructure sought through Section 106 agreements will be informed by the Council's Infrastructure Delivery Plan (IDP). Prepared alongside the emerging Local Plan, the IDP is an evidence-base document that identifies the infrastructure needed to support growth, when it is required, who will deliver it, how much it is expected to cost and how it may be funded. Developed with input from key infrastructure providers, it helps ensure infrastructure requirements are planned and coordinated from the outset and will be updated throughout the plan period as new information becomes available.

Each Section 106 agreement is negotiated between the Council and the developer, tailored to the specific needs of the site, legally binding, and enforceable once planning permission is granted. Importantly, Section 106 contributions can be phased. This means that infrastructure delivery can be tied to specific stages of development, for example 'before the 50$^{th}$ home is occupied'. This ensures infrastructure arrives at the right time.

Section 106 agreements are preferred over CIL for major development because they enable delivery of site-specific infrastructure, they ensure improvements are delivered locally, allow infrastructure to come forward at the right time, can secure greater funding and direct delivery from developers, and support proper, coordinated planning for large sites.

**How will CIL and Section 106 work together?**

Once the new Charging Schedule is adopted, CIL and Section 106 will operate side-by-side, each playing a distinct role in securing the infrastructure needed to support growth across the District.

CIL will continue to apply to minor residential developments (1–9 homes). These smaller schemes typically generate modest, localised impacts, and CIL provides a simple, consistent way of collecting contributions to fund smaller-scale improvements across the District.

Section 106 agreements will be used for major residential development (10+ homes) and non-residential development. These larger schemes often require specific, site-related infrastructure – such as junction upgrades, land and contributions for new schools, health facilities, public transport improvements, drainage and utilities upgrades, open space and new community facilities – that is much more difficult for CIL to secure. Section 106 agreements allow the Council to negotiate contributions or direct delivery tailored to the impacts of each development, ensuring that major schemes provide the infrastructure they specifically require.

Together, this combined approach ensures that infrastructure is delivered in the right place, at the right time, and at the right scale. CIL continues to support smaller community-level projects, while Section 106 provides a stronger, more flexible and more targeted mechanism for securing the larger, site-specific infrastructure needed to support major growth.

**Will Town and Parish Councils still receive 25% of CIL?**

Under the current CIL legislation, a CIL charging authority must pass 15% of local receipts to the Town or Parish Council for the area where the CIL liable development takes place, rising to 25% if the Town or Parish has a neighbourhood plan in place. In November 2015, the Council's Cabinet resolved that all Town and Parish Councils should receive the equivalent of 25% of the higher residential CIL rate when chargeable development takes place in their area.

It is not anticipated that this will change under the new Charging Schedule.

**Will Town and Parish Councils lose funding for local projects?**

No. Town and Parish Councils will continue to receive CIL from minor residential developments (1-9 homes), and Section 106 provides a stronger and more targeted route for securing infrastructure directly linked to major development. The funding mechanism is changing, but the ability for Town and Parish Councils to influence and secure local infrastructure remains firmly in place.

Under the new Charging Schedule, all Town and Parish Councils will continue to receive 25% of CIL receipts. It is recognised that this may result in reduced payments in some areas, simply because fewer developments will fall within the CIL-liable category. However, the Council remains committed to supporting Town and Parish Councils to deliver local infrastructure projects and to helping them influence and secure local infrastructure through the Section 106 process.

Town and Parish Councils have several effective routes to ensure their infrastructure needs are reflected in Section 106 negotiations:

- Through the Infrastructure Delivery Plan (IDP) and Infrastructure Funding Statement (IFS). Town and Parish Councils can share local priorities, highlight gaps, and identify projects that support growth. These inputs help shape the evidence base used during Section 106 negotiations and ensure local needs are clearly understood.
- By commenting on planning applications. Representations from Town and Parish Councils can identify specific local impacts and suggest targeted mitigation that Section 106 could support. This is one of the most direct ways to influence the infrastructure secured from a development.
- By helping deliver projects. Once contributions are secured, Town and Parish Councils can work with the District Council to identify and deliver appropriate local infrastructure such as open space improvements, community facilities and local transport measures.

The Council recognises that this change will be challenging for Town and Parish Councils, particularly where CIL receipts may reduce. However, funding for local infrastructure projects will continue, and Section 106 offers a strong and reliable route for securing the right infrastructure, in the right place, at the right time. It is therefore essential that Town and Parish Councils remain actively involved in the planning process to help shape and secure the infrastructure their communities need.

**How can I respond to the consultation?**

The consultation will take place between 6 August 2026 and 17 September 2026. The consultation closes at 11.59pm on 17 September 2026.

The Council welcomes comments on the Draft CIL Charging Schedule and supporting evidence.

Comments on the Draft CIL Charging Schedule and any of the evidence documents may be submitted:

- Online: https://engagement.sevenoaks.gov.uk/strategic-planning/draft-cil-charging-schedule-review

- By email to: Planning.Policy@sevenoaks.gov.uk

- By post to: The Strategic Planning Team, Sevenoaks District Council, Council Offices, Argyle Road, Sevenoaks, TN13 1HG

A downloadable questionnaire is available from the consultation webpage for those wishing to respond by post.

All comments received during the consultation period will be considered by the Council before the proposed Charging Schedule and supporting evidence are submitted for independent examination.