

# Infrastructure Delivery Plan November 2023 Statement

## 1. Introduction

1.1 The emerging Infrastructure Delivery Plan (IDP) for Sevenoaks District identifies the infrastructure that is required, either through the improvement of existing provision or the delivery of new, to support the development proposed in the emerging Local Plan.

1.2 The definition of infrastructure is wide and includes a range of services and facilities provided by both public and private bodies, including but not limited to transport, green and blue, social (including education and health) and utilities and hard infrastructure.

1.3 The IDP is an evidence based document. It is constantly evolving throughout the plan-making process, as it builds on ongoing engagement with our infrastructure providers and responds to refinements to the development strategy. Once the Local Plan is adopted, it is envisaged that the IDP will be a live document that will be updated on a regular basis to continually support the Local Plan.

## 2. Policy Context

2.1 The significance of infrastructure delivery is a key theme running through the National Planning Policy Framework (NPPF) (2023), and paragraph 20 sets out what is required of strategic planning policies, clearly stating that sufficient provision should be made for:

- Infrastructure for transport, telecommunications, security, waste management, water supply, waste water, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

2.2 Paragraph 26 further states the importance of engaging with infrastructure providers and that engagement should be 'effective and ongoing' throughout the plan-making process.

2.3 Paragraph 34 then states that the Local Plan should set out the contributions expected from development, including infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure), and that such policies should not undermine the deliverability of the Plan.

### 3. Local Context

3.1 We have learnt, from previous public consultations on the emerging Local Plan, that communities are often open to new development providing it is supported by appropriate new and/or improved infrastructure. This enables communities to continue to be sustainable and have the ability to accommodate additional development within the local area without placing undue pressure on the existing services and facilities.

3.2 The District Council currently operates two mechanisms to collect financial contributions from developers towards the provision of infrastructure in the District:

- Section 106 contributions – these are sought for site specific infrastructure that helps to mitigate the impact of development; and
- Community Infrastructure Levy (CIL) – this is a charge that is levied on qualifying development (per square metre) to help pay for wider infrastructure improvements across the District to support new development.

3.3 Not all local authorities choose to charge CIL, however the District Council adopted its CIL Charging Schedule in 2014 and has been charging on all qualifying development since. Over the nine years of its operation, CIL receipts have been collected amounting to over £15 million, of which almost £8 million has been awarded to local and strategic infrastructure projects through the CIL Spending Board and over £4 million has been passed on to Town and Parish Councils for spending on local infrastructure projects. The District Council is responsible for prioritising how and what CIL is spent on.

3.4 It is noted that the recent enacting of the Levelling Up and Regeneration Act (LURA) will have a direct impact on the current Section 106 and the Community Infrastructure Levy (CIL) regimes, through the introduction of a new Infrastructure Levy, which will, when in force, replace Section 106 and CIL for most developments. At this moment in time the full details remain unclear and are subject to consultation, but it is likely that the roll out of the Infrastructure Levy will occur over a ten year period, and so for the short term Section 106 and CIL will continue to be used to secure infrastructure across the District.

3.5 Notwithstanding these impending changes to developer contributions and the way infrastructure will be funded in the future, the District Council has committed to reviewing its CIL Charging Schedule to ensure it remains fit for purpose and appropriate, in light of the emerging Local Plan policies. It is anticipated that this review will take place over the coming months, with the examination of the revised charging schedule taking place in tandem with the Local Plan examination.

#### **4. Engagement with Infrastructure Providers**

4.1 Plan 2040: A new Local Plan for Sevenoaks District sets out a strategy to deliver up to 12,000 much needed new homes, the right type of employment spaces and vibrant high streets to ensure a healthy economy, whilst also protecting the District's natural environment and built heritage. It is recognised that significant investment in infrastructure is needed in order to deliver this sustainable and balanced growth strategy. It is also crucial that any new or improved infrastructure is delivered in a timely manner. Ultimately, all infrastructure will be required to meet the needs of our communities.

4.2 The emerging Local Plan is currently at public consultation, seeking views on the above strategy, and specifically three growth options to meet housing need, which could see the District accommodate either 9,500 homes, 11,000 homes or 12,000 homes. This means that we do not yet know the full extent of proposed housebuilding across the District and therefore this variable needs to be factored into planning for infrastructure.

4.3 We have been working closely with our infrastructure providers throughout the preparation of the Local Plan, engaging at regular intervals to discuss the three growth options in particular, recognising that each has its own infrastructure challenges. A full list of infrastructure providers and delivery partners we have engaged with is included at Appendix A.

4.4 Initially, and to provide a baseline, the following information was sought from our infrastructure providers in 2022, and formed the basis of the 'Infrastructure Delivery Plan December 2022 Statement' that supported the Autumn 2022 public consultation on the emerging Local Plan:

- Details of planned works;
- Existing constraints / pinch points;
- Potential areas of growth; and
- Identified infrastructure needs.

4.5 Since then we have been able to build on this baseline, as emerging Local Plan policies and development options have been refined.

- 4.6 A summary of the latest discussions held with our infrastructure providers is set out in Table 1 below. All infrastructure requirements in this table have been identified through engagement with key infrastructure providers in Autumn 2023, and represent the position at this point in time.
- 4.7 It is important to note that engagement remains ongoing and projects will continue to be identified and refined as the Local Plan progresses. The absence of an infrastructure requirement (e.g. transport improvements) at this point in time does not mean that there will not be any – many infrastructure providers are simply not in a position to identify specific needs until the Local Plan growth option has been confirmed. Note that in many cases the infrastructure needs have arisen from the overall cumulative impact of development, rather than from a specific site.

**Table 1: New and improved infrastructure identified in Autumn 2023, to support the emerging Local Plan**

Infrastructure provider / delivery partner	Projects / improvements identified in Autumn 2023
Environment Agency	<p>Flood risk - no new flood risk improvement projects identified in relation to all 3 growth scenarios, subject to the standard consultation process with the EA is undertaken for sites within flood zones 2 and 3.</p> <p>Fisheries, biodiversity &amp; geomorphology - no projects identified in relation to all 3 growth scenarios. Attention drawn to the Darent Catchment Partnership and consideration of catchment pressures (including contribution towards achieving WFD objectives) to achieve sustainable development.</p>
Historic England	No projects or improvements identified in relation to all 3 growth scenarios.
KCC Culture & Creative Economy	<p>No projects identified in relation to all 3 growth scenarios.</p> <p>Request made to define 'cultural infrastructure' under section 4 of the project form - pertaining to theatres, studios, workspaces, galleries, performance space, public art etc.</p>

Infrastructure provider / delivery partner	Projects / improvements identified in Autumn 2023
KCC Education	<p>Requirement for a new 3FE primary school in the Sevenoaks urban area arising from the development of housing sites HO1, HO2, HO3, HO4, HO5, HO8, HO9, HO10, HO28 and HO29, and mixed use sites MX1, MX2, MX4 and MX13.</p> <p>Requirement for 2 new 5FE secondary schools arising from all proposed development across the District. Preferred locations are at Pedham Place and Edenbridge.</p> <p>Requirement for a new 3FE primary school in the Pedham Place area arising from the development of housing and mixed use sites in the Swanley/Pedham Place area.</p> <p>Requirement for the expansion of existing primary schools in/around Edenbridge (Edenbridge Primary School and one other) arising from the development of housing sites HO15, HO16 and HO17, and mixed use sites MX7, MX8, MX9, MX10 and MX11.</p> <p>Requirement for the expansion of the existing primary school in West Kingsdown (St Edmunds CE Primary School) arising from the development of housing sites HO26, HO27, HO33 and HO34.</p>
KCC Highways	<p>At this stage no specific projects have been identified.</p> <p>The transport modelling being undertaken to support the Local Plan has highlighted a number of areas for additional investigation and that further work is in hand to identify the transport impact of the Local Plan growth scenarios and potential mitigation schemes, which will be included in the next iteration of the IDP, once the modelling work has been completed.</p>
KCC Public Rights of Way	<p>At this stage no specific projects have been identified in relation to all 3 growth scenarios.</p> <p>However a package of measures to improve the PRow network across the District, to encourage active travel</p>

Infrastructure provider / delivery partner	Projects / improvements identified in Autumn 2023
	and provide opportunities for outdoor recreation, as identified in the KCC Public Rights of Way Improvement Plan, will be required for each development site.
KCC Waste	<p>At this stage no specific projects have been identified in relation to all 3 growth scenarios.</p> <p>However there is a continuing potential need for additional household waste and recycling capacity in the Pedham Place / Swanley area.</p>
Lead Local Flood Authority	KCC, as Lead Local Flood Authority, is not directly involved in infrastructure provision, however it is suggested that the actions identified in the Sevenoaks Surface Water Management Plan (2013) are referred to. However, these are not linked to the growth scenarios set out in the Local Plan.
National Gas	No projects or improvements identified in relation to all 3 growth scenarios.
National Grid	No projects or improvements identified in relation to all 3 growth scenarios.
National Highways	<p>At this stage no specific projects have been identified.</p> <p>Until the Local Plan transport modelling has been completed and its results finalised, it is difficult for National Highways to fully understand where mitigation measures are required and what form these might take. From the modelling results provided so far, these are likely to be needed in relation to traffic growth at M25 Junction 3. It is possible that other junction movements of concern could include the A21 southbound off-slip with A25 and the A21 / B245 southbound off-slip.</p>
Natural England	No projects or improvements identified in relation to all 3 growth scenarios.

Infrastructure provider / delivery partner	Projects / improvements identified in Autumn 2023
Network Rail	<p>Requirement for improvements to Sevenoaks Railway Station - improvements to the station forecourt and public realm to provide better access and improved safety for pedestrians and cyclists.</p> <p>Requirement for improvements to Bat and Ball Railway Station - the installation of ramped access to the pedestrian bridge over the railway line, to replace the current stepped access.</p> <p>Potential improvements at other stations to be confirmed once growth option has been confirmed.</p>
NHS Kent & Medway ICB	<p>Requirement for additional GP capacity in the Sevenoaks urban area.</p> <p>Requirement for additional GP capacity in the Swanley area, including a requirement for new infrastructure for both general practice and other community-based healthcare services.</p> <p>Potential requirement for additional GP capacity in Westerham, West Kingsdown and New Ash Green / Hartley, however these need to be assessed further.</p> <p>The ICB is developing an Estates and Infrastructure Strategy (informed by the four Health and Care Partnership estates strategies covering Kent &amp; Medway) and the 3 growth scenarios set out in the Local Plan will feed into this. It is anticipated that the Strategy will be available towards the end of 2023. Until then, no specific projects have been identified.</p>
Southern Water	<p>Requirement for local sewerage network capacity to be increased in Edenbridge as a result of all 3 growth scenarios, and particularly owing to the increased demand created by housing site HO17 and mixed use site MX10.</p>
Sutton & East Surrey Water	<p>Requirement for clean water capacity to be increased in Edenbridge as a result of all 3 growth scenarios. The additional demand (particularly in respect of housing</p>

Infrastructure provider / delivery partner	Projects / improvements identified in Autumn 2023
	site HO17 and mixed use site MX10) causes degradation in the resilience of the current network which could increase the risk of loss of supply for existing and future residents if not addressed.
Transport for London	No projects or improvements identified in relation to all 3 growth scenarios.
UK Power Networks	No projects or improvements identified in relation to all 3 growth scenarios.

## 5. Developing the IDP further

- 5.1 The District Council is committed to developing a robust and comprehensive Infrastructure Delivery Plan that will deliver genuine, new and improved infrastructure across the District, to support the growth identified in the emerging Local Plan.
- 5.2 This 'Infrastructure Delivery Plan November 2023 Statement' sets out the infrastructure requirements that have arisen following discussions with our infrastructure providers in Autumn 2023. The current public consultation on Plan 2040 (Local Plan Reg. 18 - Part 2) provides a key opportunity to further engage with public bodies and infrastructure providers on the new and/or improved infrastructure that is needed.
- 5.3 Over the coming months, we will continue to engage with our key infrastructure providers to secure the projects that our communities desperately need, taking on board any feedback received through the current consultation and any refinements to the development strategy. The IDP will also be informed by identified projects in our emerging evidence base documents.

## Appendix A – Infrastructure Providers in Sevenoaks District

Arriva  
Civil Aviation Authority  
Environment Agency  
Go Coach  
Greater London Authority / Mayor of London  
High Weald AONB Unit  
Historic England  
Homes England  
KCC Culture & Creative Economy  
KCC Development Investment  
KCC Education  
KCC Highways  
KCC Public Rights of Way  
KCC Waste  
Kent Downs AONB Unit  
Kent Fire & Rescue  
Kent Nature Partnership  
Kent Police  
Integrated Transport Authority  
Local Lead Flood Authority  
Marine Management Organisation  
National Gas  
National Grid  
National Highways  
Natural England  
Network Rail  
NHS England South East  
NHS Kent & Medway Integrated Care Bard  
Office of Rail Regulation  
Office of Road and Rail  
South East Coast Ambulance Service  
South Eastern  
South East Local Enterprise Partnership  
South East Water  
Southern Water  
Sutton & East Surrey Water  
Thames Water  
Transport for London  
UK Power Networks  
Upper Medway Drainage Board