

Infrastructure Delivery Plan October 2025 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 modifications 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) (2024), 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 joint working should be ‘effective and ongoing’ throughout the plan-making process.

- 2.3 Paragraph 35 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 eleven years of its operation, CIL receipts have been collected, amounting to £19 million, of which £9.2 million has been awarded to local and strategic infrastructure projects through the CIL Spending Board and £5.6 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 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 The Sevenoaks District Local Plan (Regulation 18 Consultation 2025) sets out a strategy to deliver up to 17,175 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. The Plan is underpinned by three key principles:
- Delivering strategic infrastructure to support planned growth;
 - Creating healthy and inclusive communities; and
 - Achieving design excellence in all new development.
- 4.2 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.
- 4.3 The emerging Local Plan is currently at public consultation, seeking views on the above strategy, and specifically two growth options to meet housing need, which could see the District accommodate either 16,321 or 18,900 new 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.
- 4.4 We have been working closely with our infrastructure providers throughout the preparation of the Local Plan, engaging at regular intervals to discuss the two 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.
- 4.5 Initially, and to provide a baseline, the following information was sought from our infrastructure providers in 2023, as part of the previous consultation on the emerging Local Plan, and formed the basis of the 'Infrastructure Delivery Plan November 2023 Statement' that supported the Winter 2023 public consultation on the emerging Local Plan:
- Details of planned works;
 - Existing constraints / pinch points;
 - Potential areas of growth; and
 - Identified infrastructure needs.
- 4.6 Since then we have been able to build on this baseline, as emerging Local Plan policies and development options have been updated and refined.
- 4.7 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 Summer 2025, and represent the position at this point in time.

- 4.8 Infrastructure planning is an ongoing and iterative process. Engagement with infrastructure providers remains active, and further projects will be identified and refined as the Local Plan progresses. The absence of specific infrastructure requirements—such as transport improvements—at this stage should not be interpreted as an indication that such measures will not be needed. In many cases, providers are unable to confirm detailed infrastructure needs until the preferred growth strategy and site allocations have been finalised through the Local Plan process. It is also important to note that many of the infrastructure requirements identified to date arise from the cumulative impact of development across the District, rather than from individual sites. As such, infrastructure needs should be considered within a wider strategic context. All infrastructure requirements should be read in conjunction with Chapter 9 of the Sevenoaks District Local Plan (Regulation 18 Consultation 2025). Together, these documents provide a comprehensive overview of infrastructure priorities and the mechanisms for their delivery.

Table 1: New and improved infrastructure and capacity constraints identified in Autumn 2025, to support the emerging Local Plan

Infrastructure provider / delivery partner	Projects / improvements / capacity constraints identified in Autumn 2025
Environment Agency	Advised that projects, including where flood alleviation schemes could be needed, will be identified in the EA's response to the Regulation 18 consultation.
Historic England	No projects or improvements identified in relation to both growth scenarios.
KCC Adult Social Care	There is a growing pressure on existing adult and social care infrastructure, particularly given that Sevenoaks District has one of the highest 85+ demographics in Kent. Additional infrastructure aimed at the areas of most need will be essential to mitigate pressures, with the priority being on extra care services for older people, physical and mental disabilities. Pressure on more standard residential care models can be alleviated by increasing fit for purpose housing and better telecare allowing people to stay in their own homes for longer. Private sector intervention is expected to provide more supported living and extra care housing along with specialist nursing care in order to meet

Infrastructure provider / delivery partner	Projects / improvements / capacity constraints identified in Autumn 2025
	market demand, and should be focused in sustainable locations, within the areas of proposed development. New infrastructure should be provided across the District to help avoid overconcentration of one type of accommodation in a single area.
KCC Education	For both growth scenarios, it is anticipated that there will be a requirement for additional primary school places (either through the expansion of existing schools and/or provision of new) in the planning areas of Sevenoaks, Swanley, Edenbridge, Sevenoaks Rural North and Hartley New Ash Green. For secondary provision, existing schools within the District are currently at capacity and so it is anticipated that there will be a requirement for new secondary schools in the planning areas of Swanley/Rural North and Edenbridge. The approximate current costs of a 2 form entry primary school is in the region of £15,000,000 and a 6 form entry secondary school is in the region of £40,000,000. It is expected that the land required for new school provision will be transferred to KCC at nil cost.
KCC Highways	At this stage no specific projects have been identified. 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.
KCC Public Rights of Way	At this stage no specific projects have been identified. However, a package of measures to improve the PRow network across the District, to encourage active travel and provide opportunities for outdoor

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	recreation, as identified in the KCC Public Rights of Way Improvement Plan, will be required for each development site.
KCC Resource Management and Circular Economy	KCC as the Waste Disposal Authority (WDA) is responsible for providing a Household Waste Recycling Centre (HWRC) service to residents in accordance with the Environmental Provisions Act 1990. Development within the Sevenoaks District area will put additional pressure on Swanley HWRC. Swanley HWRC is a small site, accepting a range of household delivered materials and has a growing population catchment. As the site does not have enough space for a separate HGV area, it has to be closed when the bins need to be changed. This results in queues of householder vehicles building up on the approach road, which then impacts on the local highway network. There is an opportunity for KCC to utilise existing KCC owned land within the neighbouring Highways Depot to extend Swanley HWRC, increasing site capacity and incorporating a traffic management system which will alleviate pressures on the local road network. In particular, developments at Pedham Place, Swanley, New Ash Green, Hextable and South Darenth, will place additional pressure on Swanley HWRC capacity. It is anticipated that this project will cost approximately £250,000 and will need to be completed by 2032.
National Gas	No projects or improvements identified in relation to both growth scenarios.
National Grid	No projects or improvements identified in relation to both growth scenarios.
National Highways	At this stage no specific projects have been identified. Until the Local Plan transport modelling has been completed and its results finalised, it is difficult for

Infrastructure provider / delivery partner	Projects / improvements / capacity constraints identified in Autumn 2025
	National Highways to fully understand where mitigation measures are required and what form these might take. National Highways cannot be expected to cater for unconstrained traffic growth generated by new developments, and we therefore encourage policies and proposals which incorporate measures to reduce traffic generation at source and encourage more sustainable travel behaviour, in line with DfT Circular 01/2022. National Highways expect the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites.
Natural England	No projects or improvements identified in relation to both growth scenarios.
Network Rail	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. 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. Requirement for improvements to Dunton Green Railway Station – improvements to the pathway leading to the station (including better walking and cycling provision), improved lighting and CCTV to address safety. It is noted that whilst the Station has step-free access to the London-bound platform but not between platforms or directly onto platform 2. Requirement for improvements to Swanley Railway Station – a step-free footbridge to enable step-free access at the Everest Road entrance, and funding for additional rolling stock to increase service capacity to cope with the anticipated demand from growth.

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	Consideration to be given to sustainable transport options to serve the proposed developments at Pedham Place and Petham Court. Given there is an existing passenger line running immediately south of Petham Court, this could open discussions around whether a new station would be a benefit for both developments. It is likely that this would need to be funded by a third party. Requirement for improvements to Edenbridge Town Railway Station – accessibility improvements including step-free access to eastbound platform and improved entrance to the station. Any site immediately adjacent to the railway will need to provide anti-trespass fencing for the full length of the site boundary alongside the railway in order to protect future occupiers and the safe and efficient running of the railway. It is likely that a significant proportion of residents may use this station to commute to London and therefore consideration should be given to encouraging the use of sustainable transport as well as increasing car parking capacity at this station. Requirement for improvements to Edenbridge Railway Station – accessibility improvements including step-free interchange between platforms. Any site immediately adjacent to the railway will need to provide anti-trespass fencing for the full length of the site boundary alongside the railway in order to protect future occupiers and the safe and efficient running of the railway. It is likely that a significant proportion of residents may use this station to commute to London and therefore consideration should be given to encouraging the use of sustainable transport. Requirement for improvements to Penshurst Railway Station – improved passenger facilities including a ticket machine and improvements to the entrance to provide additional capacity and promote the use of sustainable travel.

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	Sevenoaks District is well served by rail and opportunities to improve access to, and use of, these stations should be sought to reduce car travel and provide sustainable transport options. Potential improvements to be refined once growth option has been confirmed.
NHS Kent & Medway ICB	Sevenoaks Urban Area: • Review will be required to determine the infrastructure requirements for primary and community service capacity. Sevenoaks Hospital site will be considered as part of this. • Northern Sevenoaks growth to also be considered for community services impact alongside Sevenoaks Urban Area growth. Northern Sevenoaks (Halstead, Otford and Kemsing): • GP specific impact to be further considered and assessed (no general practice coverage currently to Pratts Bottom area). Swanley & Hextable: • Capacity is currently constrained. • Will require additional capacity through an infrastructure solution ahead of growth. • Review will be required to determine the infrastructure requirements for primary and community service capacity (likely to include existing need and growth). Pedham Place: • If the site is included, the ICB/HCP will need to consider the overall healthcare service delivery and infrastructure requirements for Swanley and Pedham together. • This may include the requirement for a facility to be delivered as a planning obligation for the site.

Infrastructure provider / delivery partner	Projects / improvements / capacity constraints identified in Autumn 2025
	Edenbridge: • Need to undertake assessment of capacity in the Edenbridge Memorial Health Centre and ability to accommodate growth over the plan period for general practice and community services. New Ash Green & Hartley: • GP specific impact to be further considered and assessed – will require additional capacity. The ICB's Developer Contributions Guide will inform ICB requests for developer contributions – this includes the impact on primary, community and acute healthcare. It is expected that the majority of contributions will be secured as a financial contribution either through a Section 106 agreement or CIL award for infrastructure projects once identified.
Southern Water	Edenbridge has limited network capacity in respect of waste water and therefore there is a requirement to increase the local sewerage network capacity alongside phasing of development prior to the occupation of any new dwellings. Infrastructure projects already in the current 2025 to 2030 investment period include enhancing resilience and safeguarding asset life at Edenbridge Wastewater Treatment Works (WTW), Cowden, Fordcombe and Penshurst. WTWs are assessed annually for capacity against forecast growth, which then feeds into Southern Water's 5 year planning. Upgrades to enhance treatment quality are determined by the Environment Agency as part of the Water Industry National Environmental Programme (WINEP).

Infrastructure provider / delivery partner	Projects / improvements / capacity constraints identified in Autumn 2025
Sutton & East Surrey Water	Requirement for clean water capacity to be increased in Edenbridge . The additional demand 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.
Thames Water	It is likely that development in Swanley, Hextable, Pedham Place, Petham Court, Horton Kirby and South Darenth will have implications on the water supply network, and upgrades may be required. It is likely that development in central and northern Sevenoaks, Swanley, Hextable, Pedham Place, Petham Court, West Kingsdown and New Ash Green will have implications on the waste water network, and upgrades may be required. Where network upgrades are potentially required the need, scale and design of these would be dependent on more detailed assessment when more details of proposed developments are understood and Thames Water would only look to progress the design and delivery of upgrades when there is certainty that development will come forward.
UK Power Networks	No projects or improvements identified in relation to both growth scenarios. However, it should be noted that 'South Orpington 33/11kV Primary Substation' is nearing capacity and the power delivery capabilities (rating) of the substation will likely need to be increased by 2032.

5. Developing the IDP further

- 5.1 The District Council remains committed to preparing a robust and comprehensive Infrastructure Delivery Plan (IDP) to support the level of growth identified in the emerging Local Plan. The IDP will set out the infrastructure projects required to deliver new and improved provision across the District, ensuring that development is supported by appropriate investment in transport, utilities, education, health, and community facilities.

- 5.2 This October 2025 Statement outlines the infrastructure requirements and capacity constraints identified through engagement with infrastructure providers during Summer 2025. The current Regulation 18 public consultation on the Sevenoaks District Local Plan provides a key opportunity to further engage with statutory bodies and service providers to refine and confirm infrastructure needs.
- 5.3 Over the coming months, the Council will continue to work closely with infrastructure partners to secure the delivery of priority projects. This process will take account of feedback received through the Regulation 18 consultation and any refinements to the development strategy. The IDP will also be informed by emerging evidence base documents, including the District-wide transport modelling and Strategic Flood Risk Assessment.

Appendix A – Infrastructure Providers in Sevenoaks District

Arriva
Civil Aviation Authority
Environment Agency
Go Coach
Greater London Authority / Mayor of London
High Weald National Landscape 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 National Landscape 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 Board
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