

Improved Transport Infrastructure at Bat & Ball Station CIL funding Bid



Sevenoaks District Council

Community Infrastructure Levy Spending Board

Bid for Funding Pro-forma

Infrastructure Only

<p>Scheme name:</p>	<p>Improved Transport Infrastructure at Bat & Ball Station.</p>
<p>Description of Scheme:</p>	<p>Improved Transport Infrastructure at Bat & Ball Station.</p> <p>To include:</p> <ol style="list-style-type: none"> <u>1. Refurbishment of Bat & Ball Station Building</u> <p>Bat & Ball Station Building is a Victorian property constructed in 1862. It was the first station in Sevenoaks and used by Queen Victoria when visiting Knole House.</p> <p>The proposal is to restore the boarded up Grade II Listed building to provide a community venue. The building has been boarded up since 1991 and gradually deteriorated.</p> <p>The building is within the Sevenoaks Town Council’s Northern Sevenoaks Masterplan for the regeneration of the area and complimenting a new Bat & Ball Centre to be constructed on the opposite side of the railway and integral to wider development – new leisure, business, and homes.</p> <p>The station has been identified by the public as an area of concern in relation to personal safety. It is believed that a presence in the building and investment will improve this perception and act as a deterrent.</p> <p>The restored building will provide public toilets, two community rooms, a café selling Kent produce and heritage information. It will also have the ability to sell train tickets. Currently there is only a ticket machine. All of these facilities should encourage more people to use the station.</p> <p>In addition by improving the Bat & Ball Station, commuters and local people will be encouraged to use it as a means to connect to Sevenoaks Station. This will reduce the amount of people driving to and from Sevenoaks Station, and therefore the amount of traffic, (traversing busy junctions) and the number of cars parking in and around Sevenoaks Station.</p> <ol style="list-style-type: none"> <u>2. Provision of access to Platform 1.</u> <p>Flat access from community centre site. This enables those with mobility needs, buggies etc to be able to use the train services. Currently they need to walk over a bridge for access to the platform.</p>

	<p>The refurbished station is due to be opened September 2018. The new platform entrance will be permanent. The ramp will be re located when the new Bat & Ball Centre is constructed at a later date.</p> <p>There is about 750mm height difference between platform 1 and the ground adjacent to it, which had been a railway siding until the early 1960s.</p> <p>3. <u>Provision of cycle racks adjacent to</u></p> <p>Platform 1 (community centre side) Bike enclosure with rack for 56 cycle bikes (Bike Dock Solutions) two tier rack.</p> <p>The cycle rack provision will be permanent however will be relocated at a later date within the vicinity when the new Bat & Ball Centre is constructed.</p> <p>Platform 2 (station building side) Bike enclosure with rack for 30 cycle bikes (Bike Deck Solutions) on permanent base.</p> <p>Electricity will be installed in the adjacent new store cupboard. This will be able to be extended to enable provision of up to 6 charging points for electrical bikes using a FalcoSpark Electrical Cycle Charging System.</p> <p>4. <u>Provision of additional access from Otford Road via community centre to station.</u> Access from community centre site enabling access to Otford Road.</p>
<p>Is this scheme promoted by your organisation in partnership with another organisation (s)?</p>	<p>Yes</p> <p>Who is involved in the Partnership?</p> <p>Organisation Name (s):</p> <p>Sevenoaks Town Council (STC) Friends of Bat & Ball Station (FBBS)</p> <p>Responsible individuals (s):</p>

	<p>STC - Linda Larter, Chief Executive / Town Clerk FBBS – Bonnie Tarling, STP Committee Clerk</p> <p>Signature (s) on behalf of other supporting organisations (s):</p> <p>Linda Larter, Chief Executive / Town Clerk</p> <p>Please provide details of the Agreements you have in place with your partners. Including the % of money guaranteed for the scheme from each organisation.</p> <p>The project is current at Stage 2 of a HLF Application, a decision is due first week of December 2017. The HLF application is for £755,600 of the total Delivery Costs of £1,486,321. The Delivery Costs includes five years of revenue costs at £396,401 as required by HLF. The development costs to reach RIBA stage 4 have been paid by Sevenoaks Town Council.</p>
<p>Is planning permission required for the scheme?</p>	<p>Yes</p> <p>If yes, has it been applied for?</p> <p>Bat & Ball Station Building – Planning Permission granted.</p> <p>Bat & Ball Centre (including access to platform, and cycle racks platform 1) Pre Planning advice received, full application planned to be submitted by end of 2017.</p> <p>Cycle Racks – Platform 2 – Planning Application to be submitted by end of 2017. Provision with Southeastern was agreed after Planning Application approved for station building.</p> <p>Access to Otford Road – new steps. Details being reviewed Planning Application to be submitted by end of 2017.</p>
<p>Details of any other consent required (if appropriate (e.g. conservation, Listed Buildings, other Govt Bodies):</p>	<p>Consent required:</p> <p>Lease from Network Rail for platform 1, agreed in principle.</p> <p>Lease from Southeastern for land for cycle racks on platform 2, completed August 2017.</p>

Need for the Scheme	
<p>List of projects or development that result in the need for this scheme:</p>	<p>The area of Northern Sevenoaks has undergone significant development in the years since the CIL charging schedule was adopted, including a rise in the number of residential units in the area, and new employment space.</p> <p>These developments have already resulted in a rise in the number of users of Bat & Ball station, both living in the area and commuting to London or elsewhere in the District, and commuting into Bat & Ball as the nearest train station.</p> <p>The Town Council has anecdotal information from conversations with FM Conway that significant numbers of its employees now travel to Bat & Ball station following the business' relocation to the Vestry Estate. This is viewed as a growing trend for employers in the Vestry Estate, and one which should be encouraged to reduce the reliance of employees on private car use.</p> <p>The development of the Grammar Annex and Trinity school on the former Wildernessee site will further increase the number of students using the Bat & Ball station in peak hours. A very large number of Knole Academy Students already use the station to commute into the area.</p> <p>Sevenoaks District Council has also recently approved the development of a new ALDI supermarket on the former Haywards site. The travel plan associated with this application places great emphasis on recruiting staff from the local area and encouraging the use of sustainable transport.</p>
<p>How is the scheme related to these developments (additional information, such as usage forecasts and existing and alternative capacity assessments, can be attached as an appendix):</p>	<p>Sevenoaks Town Council commissioned the creation of a masterplan focused on Northern Sevenoaks, which set out a vision for how the area could grow and develop over the next 30 years.</p> <p>This masterplan includes proposals for circa 1,200 new homes, community facilities including a substantial boating / leisure destination on the current Tarmac Quarry site, and the development of improved employment spaces.</p> <p>During public consultation, the proposals were supported by the local community, and will be included within the Town's emerging Neighbourhood Development Plan.</p>

	<p>Sevenoaks District Council also consulted on the masterplan as part of its Local Plan review process. While we appreciate that the results of this consultation have not yet been made public, the Town Council understands that consultation will indicated strong support for the Masterplan’s proposals across all geographic regions. Thus the Town Council is confident that proposals will be incorporated within the emerging Local Plan and Neighbourhood Plan.</p> <p>Should proposals be enshrined in policy the Northern area of Sevenoaks is set to experience significant transformation and growth over the coming decades.</p> <p>This growth and transformation can only take place when core infrastructure needs are also addressed. The Town Council is currently actively discussing infrastructure needs with a range of providers including the Clinical Commissioning Group, Kent Highways and Education, and public transport providers.</p> <p>The Town Council considers these investments in the Bat & Ball station to be absolutely vital to allow the delivery of the, publicly supported, transformation of Northern Sevenoaks. This transformation and growth will help to meet the needs of the local community, the Town, Neighbouring Parishes, and the entire District over the coming decades. Making a significant contribution to the housing numbers Sevenoaks District Council must deliver.</p>
--	---

Please provide an explanation of the ‘public benefit’ of the scheme proposed for residents in Sevenoaks District:

<p>Economic</p>	<p>In November 2016, Sevenoaks Town Council commissioned the Economics and Development Division of AECOM Infrastructure and Environment Ltd to provide an independent economic impact assessment of the Bat & Ball Station redevelopment project, in preparation for a HLF bid to the Enterprise Heritage Fund.</p> <p>The report sets out the results of the economic impact assessment, as well as the methodological approach and assumptions underpinning it. Responses to selected questions in the HLF Heritage Enterprise Fund bid are also included in this report.</p>
-----------------	---

	<p>A summary of the report indicates</p> <p>1.1 The redevelopment of the Bat & Ball Station building will create a direct boost to the local economy. An independent economic impact assessment of the project shows that the project will support or create 25 net additional jobs, contributing in the region of £1.2m of Gross Value Added (GVA) per annum, following the development. This excludes the temporary economic impact created through construction, supporting approximately 19 FTE construction jobs during the 12 month renovation period.</p> <p>1.2 The project itself will generate a social enterprise opportunity. A café, venue for hire and the retail of local produce will provide revenue streams to support the financial viability of the building into the future. This will directly create two jobs. A Heritage Engagement Officer will also be employed. The venue will spend money on local goods and services. The café will stock local produce from Kent and the South East, supporting further indirect employment. Procurement of local produce to sell, as well as other local goods and services such as caretaking, supplies and professional services, will support one further FTE job.</p> <p>1.3 The existing business plan estimates there to be 90,563 visits to the station in 2019/20 and 15% of these visits are anticipated to be day visitors who are attracted to the area to attend events and activities at Bat & Ball Station. These day visitors are likely to spend money on other local goods, services and activities in the local economy. This visitor spend is estimated to be £360k per annum and would support or create a further 13 local jobs in the local economy. This is likely to be in relevant sectors such as retail, tourism, food and drink and transport.</p> <p>1.4 In total, this equates to 17 jobs created or supported in the local economy through the redevelopment of Bat and Ball Station. After taking into account the multiplier effects of employment through staff spend and supply chain effects, this represents a total effect of 25 jobs, or £1.2m GVA.</p>
Social	<p>The redevelopment of the Bat & Ball Station building will make the Bat & Ball area a better place to live, work and visit. The project will bring back a vacant heritage building into a productive community use. This will provide an aesthetic benefit, as the building is currently boarded up, falling into disrepair and constant vandalism. Restoration of the building will add to the architectural fabric and quality of the area. The local and wider community is supportive of the project.</p>

Bat & Ball Station is especially important given its context as a gateway to the Bat & Ball area of Sevenoaks. In addition to improving local pride, it will also help to improve the external image and perceptions of the area. This may increase investor confidence which could provide a catalyst for further local investment. The plan to sell local produce will also help to contribute to the local brand.

The building will provide an essential local community facility, providing much needed social infrastructure. It will provide activities to bring communities together and break down barriers, between different communities and generations. It will provide a focal point for the Bat & Ball area, and it will connect with wider local infrastructure.

The station is also the nearest to the local hospital and is therefore beneficial to patients, nursing and auxiliary staff at the hospital and also to the residents of the sheltered housing in Lower St Johns who rely on public transport.

The proposed redevelopment and programme of activities moving forward will increase the footfall in the area. It will widen the range of uses, the hours of use and the audiences who will engage with the building. It will bring a buzz and sense of atmosphere to an area where existing residents report that they feel unsafe. This will also increase the level of natural surveillance in the area, which is known to reduce crime and anti social behaviour as well as reduce the fear of crime.

As part of the station renovation plan, a level access pathway, will be added on the north west, London bound platform, meaning there will be a quick, direct link between the (newly renovated) Community Centre and Bat & Ball Station. The renovation of the station in conjunction with the community centre, will form a strong hub in Northern Sevenoaks. This is particularly enhanced by the fact that Bat & Ball Station will itself be a community hub as the renovation will create a café and community rooms. In this way the station, will form a dual purpose of transport and community provisions now and to address future plans.

A survey of local residents suggested that they would be more likely to use the station following its redevelopment. This provides a dual benefit thereby making the location a more desirable place to live. This in turn could stimulate demand in the local housing market.

As part of the emerging Neighbourhood Local Plan, Sevenoaks Town Council commissioned a Masterplanning exercise with planning consultants to focus solely on Northern Sevenoaks. The Town Council is aware that development pressures are not able to be met within the rest of the town due to lack of brownfield land, this increased pressure on Northern Sevenoaks necessitates careful planning to ensure development takes place in a sensitive manner.

The Bat & Ball station is a key asset, and helps to unlock the potential of the area it provides a useful link to neighbouring parishes and into London, acting as a vital transport hub.

In order for it to serve the local community the current perception of unsafety needs to be dispelled.

The renovation of Bat & Ball Station is very important for those travelling to both Sevenoaks Hospital and local schools. Trinity School which opened in 2013 is of note, as it is much closer to Bat & Ball Station than Sevenoaks Station. It is very important that students walking to local schools from the station (particularly in winter when it is darker in the morning and evening) feel safe and have an enjoyable experience when using the station. Furthermore, renovation would encourage mothers traveling with young children from the direction of Otford to Sevenoaks Primary School and St John's Church of England Primary School to use the station as they too would feel safer and would be able to make use of the various new facilities provided by the renovation.

Sevenoaks Town Council is confident that by renovating the station, having an onsite presence for most of the day and evening, and having cameras and lighting both platform and road side, the level of anti social behaviour in and around the station will be significantly reduced. This would result in a reduced need of police resources.

Cycling – The draft Masterplan for Northern Sevenoaks endorses the Sevenoaks Cycling Strategy and encourages cycling by recommending additional routes and facilities. The additional routes are to encourage cycling to and from schools and to and from train stations. Secure cycle parking provision and charging facilities for electrical cycles at the Bat & Ball Station will be important to encourage greater cycle use. Long term it is hoped that once the new leisure facility is created on the quarry site people will be able to arrive by train and hire a cycle to take them to the new water park.

Walking access – Providing an access to the station from the west will significantly improve pedestrian connections for the northern ward of Sevenoaks. The proposals in and around the Bat & Ball Station for proposed improvements to walking routes complies with the following objectives within the Sevenoaks District Strategy for Transport (SDST):

- Enhancing safety and security on existing routes with improved surfacing, lighting and road crossings;
- Providing new routes, particularly where they close gaps in the existing network or link to major trip generators or public transport;
- Providing wheelchair friendly routes;

	<ul style="list-style-type: none"> • Improving the walking environment; and • Promoting the health benefits of walking
Environmental	<p>The building which has been boarded up since 1991 will be brought back into public use.</p> <p>The building will be refurbished to provide practical public facilities e.g. café and public toilets.</p> <p>The building by being left empty for so long has attracted anti social behaviour and vagrants which has in turn meant that the public has not wanted to use the station (including many school children) – this will be addressed by having people on site providing reassurance to the public.</p> <p>The building will also generate a sustainable income.</p> <p>Restoration works inherently consume a fraction of the energy of new construction due largely to the embodied energy and resultant carbon emissions in the production of new materials. Steel, glass, cement, bricks etc. require significant energy to produce, form and transport. The waste from construction and resultant landfill is also significantly less with restoration works. Thus a restored building can become a functioning asset using a fraction of the environmental impact of a new build.</p> <p>The on site local labour resource can also be much greater with restoration works as restoration is labour intensive. This is good for local employment and skills training.</p> <p>The project will improve the station environment considerably and thereby the use of the train service. This should reduce local congestion, pollution and the considerably higher carbon footprint of car journeys.</p> <p>In addition by improving the Bat & Ball Station, commuters and local people will be encouraged to use it as a means to connect to Sevenoaks Station. This will reduce the amount of people driving to and from Sevenoaks Station, and therefore the amount of traffic, (traversing busy junctions) and the number of cars parking in and around Sevenoaks Station.</p> <p>The renovation of the station is very important to the improvement of the various natural assets near the station by improving access to green open spaces and being at the core of the Northern Sevenoaks Masterplan. It is the intention that an arrival space will be opened out opposite the station, improving the image of the area as well as improving the flow of people to</p>

	<p>more efficient routes. Plans are in place for improvements at Greatness Recreation Ground (a new 3G Football Pitch has recently been installed). It is planned for the Greatness Quarry to be transformed into an area for water sports as well as the construction of 600 new homes. This will bring tourism and new residents into the area, improving the local economy as well as the image of the area.</p> <p>Therefore Bat & Ball Station will be at the heart of the Northern Sevenoaks Masterplan, its renovation is vital to the rest of the plan. This means that the improvements to other areas in Northern Sevenoaks will be more likely to happen. As part of the Northern Sevenoaks Masterplan, the return of the Greatness Quarry (once extraction is completed) to public use, and Greatness Lake in to water activities park, means that firstly: An existing body of water / reserve will continue to gain attention and therefore protects its status as a reserve for the foreseeable future, and secondly: The creation of a tourist attraction that is attractive and beneficial for the environment will boost the local economy as well as improving conservation efforts. Therefore it is vital to elevate Northern Sevenoaks' image in one unified effort so that all aspects can feed into each other, and therefore this funding is much more important than just improving the station.</p>
<p>Is the need for the scheme identified in any adopted strategy/plan? E.g. Neighbourhood Plan, Work programme of a Statutory Body, Infrastructure Plan (Reg 1, 2, 3 list). If so, which?</p>	<p>Improvements to the Bat & Ball station are the cornerstone of the Northern Sevenoaks Masterplan document created by Sevenoaks Town Council. The masterplan has been the subject of extensive consultation with all local stakeholders, and following support at consultation it will be included within the emerging Sevenoaks Town Neighbourhood Plan. The Sevenoaks District Council recent issues and options consultation also invited feedback on the Northern Sevenoaks Masterplan, which received resounding public support, both locally, and across the wider district, and the Town Council understands this will lead to proposals also being included within the emerging Local Plan.</p> <p>The station and wider area have been identified as an area in need of further investment and improvement in the Sevenoaks District Council Economic Development Strategy which states that "The future development of this site will play a vital role in the prosperity of the town in years to come" and "The rail station is of a substandard quality and the surrounding environment could be significantly upgraded in order to support the vibrant business atmosphere at the Bat and Ball Enterprise Centre."</p> <p>There is a clearly established need for investment to support the delivery of future economic, residential, and community development in the Northern Sevenoaks area.</p>

Funding						
Total project cost:	£1,305,310					
Funding required from CIL:	£258,274					
	See details below:					
	Sevenoaks Town Council Improved Transport Infrastructure at Bat & Ball Station			CIL application Nov 2017		
	Ref	Project	Cap ta Cost	HLF (cont)	Ba ance	C L Request
	1	<u>Bat & Ba Stat on Bu d ng</u>				
		Deve opment	158,886			
			1,013,15			
		Refurb shment *	0			
		Ra ngs & Gate	5,000			
			<u>1 177 03</u> <u>6</u>			
		1,177,036	755,600	421,436	130,000	
2	<u>New Access to P atform 1</u>					
	Demo t ons	1,250	0			
	construct on p atform	20,512	0			
	ba ustrades etc	14,700				
	gate	1,500				
	pre m nar es 15%	5,700				
	cont ngency 10%	3,800				
	profess ona fees	7,120				
		<u>54 582</u>				
		54,582	0	54,582	54,582	
3	<u>Cyc e Racks P atform 1</u>		0			
	Foundat ons	6,463				
	Cyc e racks	16,515				
	pre m nar es 15%	3,450				
	cont ngency 10%	2,300				
		<u>28 728</u>				
		28,728	0	28,728	28,728	
4	<u>Cyc e Racks & structure P atform 2</u>					
	construct on	12,260				
	cyc e racks	6,900				
	6 e ectr c cyc e racks	8,461				
	e ectr c ty connect on	8,000				

	pre m nar es 15%	5,343				
	cont ngency 10%	4,000				
		<u>44,964</u>	44,964	0	44,964	44,964
5	<u>New Access to Otford Road</u>			0		
	Construct on of steps	12,650				
	Ba ustrades	6,000				
	Pav ng to steps	3,750				
	S te works	1,850				
	Pre m nar es 15%	3,640				
	Cont ngency 10%	2,425				
	Prof Fees	4,550				
		<u>34,865</u>	34,865	0	34,865	34,865
	<u>Tota s</u>		<u>£1,305,310</u>	<u>755600</u>	<u>£549,710</u>	<u>258274</u>
	Note re Refurb shment*					
	HLF Refurb shment De very Costs		£1,486,321			
	Less revenue costs		£396,401			
	Less HLF Act v ty P an		<u>£76,770</u>			
	Tota		<u>£1,013,150</u>			
Identify other funding sources for this project, what contribution they are making and why these cannot be used to fund the scheme in its entirety	1) Heritage Lottery Fund (subject to approval) £755,600					
	HLF has a policy on the percentage and facilities it will fund.					
Identify other funding sources for this project, what contribution they are making and why these cannot be used to fund the scheme in its entirety	2) Sevenoaks Town Council £291,436					
	The Town Council does not have the resources for the complete project. It has a policy to seek external funding for capital projects. If funding is not available parts of the project may need to be delayed until future funding opportunities become available.					

<p>Is this bid for staged payments?</p> <p>Will staged payments be accepted?</p>	<p>No</p> <p>Yes</p> <p>The following staged payments would be helpful. June 2018 £130,000 towards refurbishment of Bat & Ball Station Building.</p> <p>August 2018 £128,274 towards additional infrastructure projects.</p>
<p>Has a bid(s) for CIL funding been made to relevant town and parish councils?</p>	<p>Bid made: No</p> <p>Details of bid: N/A</p> <p>Decision made: N/A</p> <p>Details of decision: N/A</p>
<p>Would the scheme be fully funded if the CIL contribution is agreed:</p>	<p>Yes.</p>
<p>Has this scheme benefited from CIL funding previously:</p>	<p>No</p> <p>If Yes; Please provide further justification as to why further CIL funding is required for this project.</p>
<p><u>Deliverability</u></p>	
<p>Does your organisation have the legal right to carry out the proposed scheme?</p>	<p>Yes</p> <p>If not, you must attach documentation showing that the statutory provider of this service supports this scheme.</p>


Anticipated start date for delivery of the scheme:	February 2018					
Anticipated finish date for the delivery of the scheme:	August 2018					
Anticipated date when CIL funding will need to be made available:	June – August 2018 (stage payments)					
Does land need to be purchased to facilitate the scheme:	No Details:					
Please provide a consultation plan to let SDC know when they can expect progress reports on the project.	STC provides regular updates to project stakeholders. SDC will be included in the circulation of monthly project programme reports.					
Please provide details of the management and timescales of the project.	Draft Project Programme for Improved Transport Infrastructure at Bat & Ball Station – subject to funding.					
	2018 Month	Bat & Ball Station Building Refurbishment	Access to Platform 1	Cycle Racks Platform 1	Cycle Racks Platform 2	New Access to Otford Rd.
	January	Preliminary works in place. Contractor's welfare on cycle / store site.				
	February	Refurbishment work taking place.				
	March	Refurbishment work taking place.				
	April	Refurbishment work taking place.	Construction work for new access and ramp to take place.			Construction work for new step access to Otford Rd.
	May	Refurbishment work taking place.	Construction work for new access and ramp to take place.			Construction work for new step access to Otford Rd.
	June	Refurbishment work taking place.	Construction work for new access and		New cycle racks to be installed.	Construction work for new step access to Otford Rd.

			ramp to take place.			
	July	Refurbishment work taking place.				
	August	Removal of Contractors Welfare. Construction of store and waste compound. Fitting out of building.		New cycle racks to be installed.		
	September	'Soft' opening of facilities.				
	October	'official' opening of the facilities				
Has consultation been carried out on the scheme or is any planned?	<p>Consultation carried out to date:</p> <p>Neighbourhood Development Plan Questionnaire to all households (8000) Creation of Friends of Bat & Ball Station and development of strategy Sevenoaks District Council Environmental Visual Audit Planning Permission and Listed Building Consent Public Meetings Public Minutes and Reports Community Centre User Group Youth Council consultation School assemblies for 1600 school children RIBA exhibition for neighbouring new centre 1800 visitors Coverage in local newspaper Town Crier – Quarterly magazine Precept leaflet Bat & Ball Station Building consultation leaflet Bat & Ball Station Building Notice Board Key element in Masterplan for Northern Sevenoaks – widely publicised. Masterplan for Northern Sevenoaks within SDC Local Plan consultation.</p>					
Is a relevant SDC ward member(s) supportive of the scheme?	<p>Yes</p> <p>Signature of at least one SDC ward member:</p> <ol style="list-style-type: none"> 1. Cllr Marilyn Canet (see attached) 2. Cllr Jonathan Krogdahl (see attached) <p>Note - An e-mail from them to cil@sevenoaks.gov.uk would also be sufficient.</p>					

<p>Is the relevant town/parish council supportive of the scheme?</p>	<p>Yes – Letter from the Mayor (see attached)</p> <p>Signature of at town/parish council chairman, clerk or chief executive:</p> <p>Note - An e-mail from them to cil@sevenoaks.gov.uk would also be sufficient.</p>
<p><u>Maintenance</u></p>	
<p>Which organisation will be responsible for ongoing maintenance:</p>	<p>Sevenoaks Town Council</p>
<p>Are funding arrangements in place for maintenance:</p>	<p>Yes</p> <p>Details: Annual revenue maintenance budget for the entirety of the scheme.</p>
<p>Any further comments:</p>	<p>The planned Improved Transport Infrastructure at Bat & Ball Station is part of a wider regeneration plan relating to the new proposed Bat & Ball Centre and the Masterplan for Northern Sevenoaks.</p> <p>The funding request relates to the permanent planned aspects which will be constructed during 2018.</p>

Declaration

I am authorised to submit this bid for funding on behalf of the organisation that I represent. At the time of writing, the information contained in this submission (including appendices) is correct and true to the best of my knowledge. If CIL funding is committed and circumstances change prior to the completion of the scheme, the organisation that I represent will notify Sevenoaks District Council. The Council will reserve the right to reconsider the allocation of funding. If CIL funding is committed to the above project then the organisation that I represent commits to providing Sevenoaks District Council with sufficient information to enable it to undertake its reporting requirements under the CIL Regulations 2010 (as amended), or any subsequent relevant regulations.

Signature	
Name	Linda Larter
Position	Chief Executive / Town Clerk
Organisation	Sevenoaks Town Council
Name, role and contact details of the person that will be attending SDC's CIL Spending Board to support this bid:	Linda Larter, Sevenoaks Town Clerk and Town Councillors (tbc, dependent on date of meeting)

Appendix 1	Bat & Ball Station Building Refurbishment
Appendix 2	Provision of Access to Platform 1 and Provision of Cycle Racks adjacent to Platform 1
Appendix 3	Provision of Cycle Racks adjacent to Platform 2
Appendix 4	Provision of additional access from Otford Road via Community Centre to station.
Appendix 5	<p>Supporting documents from</p> <ol style="list-style-type: none"> 1. Mayor of Sevenoaks 2. Cllr Jonathan Krogdahl 3. Cllr Margaret Crabtree 4. Heritage Lottery Fund

Appendix 1

Bat & Ball Station Building Refurbishment

Bat and Ball Station
Stage 3 Report



exterior condition



Introduction

Situated in the Bat and Ball area of Sevenoaks, the Bat and Ball Station is a grade II listed building first opened in 1862. It continues to remain in operation today however the ticket office was closed in 1991 and the windows boarded.

The exterior of the building has been maintained by the Southeastern Rail Company and Sevenoaks Town Council will be taking over the lease of the internal areas.

The proposed scheme is to convert the disused building into community multifunction spaces and cafe. The building will not be used by Southeastern.

Despite being unoccupied the station is regularly used by commuters and the cafe is expected to be used frequently.

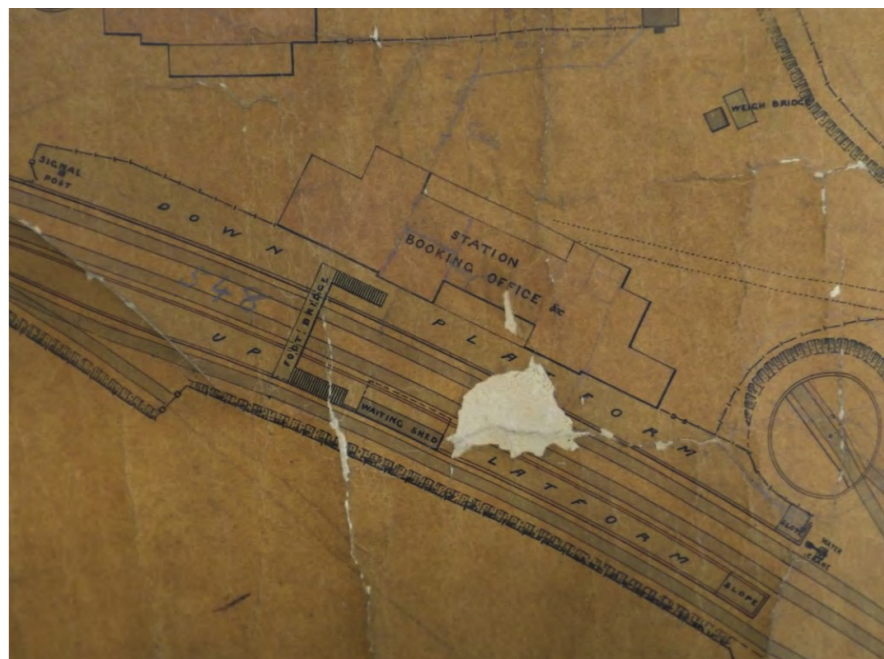
Brief

Sevenoaks Town Council developed the following initial brief for internal refurbishment of the Station:

- Lettable main community hall for; meetings, presentation, keep fit, community classes and children's parties.
- Smaller Community hall for meetings
- Cafe and associated kitchen to be run by Vine cafe operators.
- WC's with 1 accessible WC with external access.
- Allow exhibition of local museum artefacts (on walls)
- Retain station typology and architecture with working fireplaces
- Provide suitable in built AV to enable the above activities.



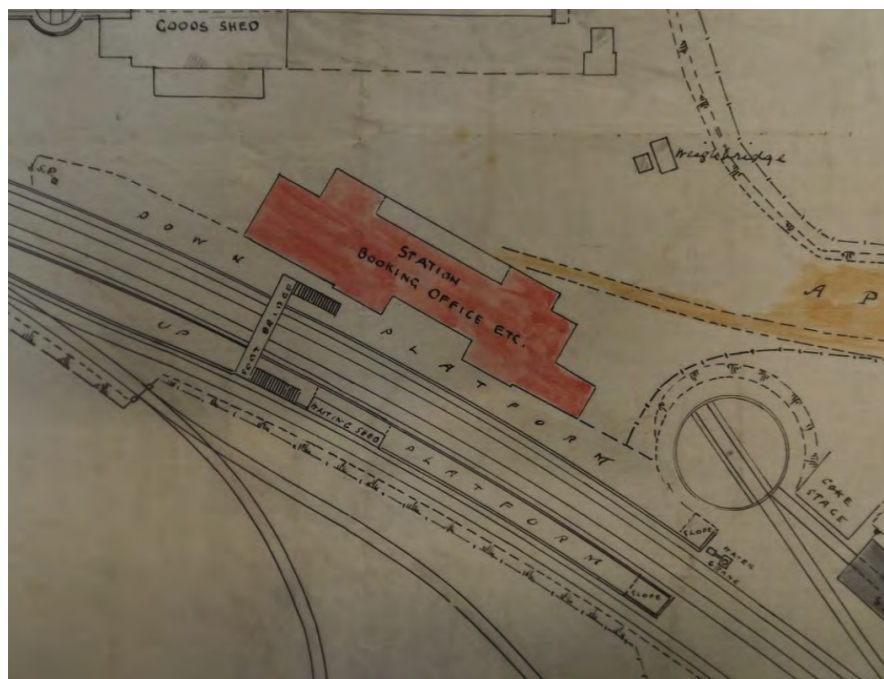
interior condition



station plan from 1874



extract from 1896 OS map



station plan 1920



extract from 1936-41 OS map

Historic Context

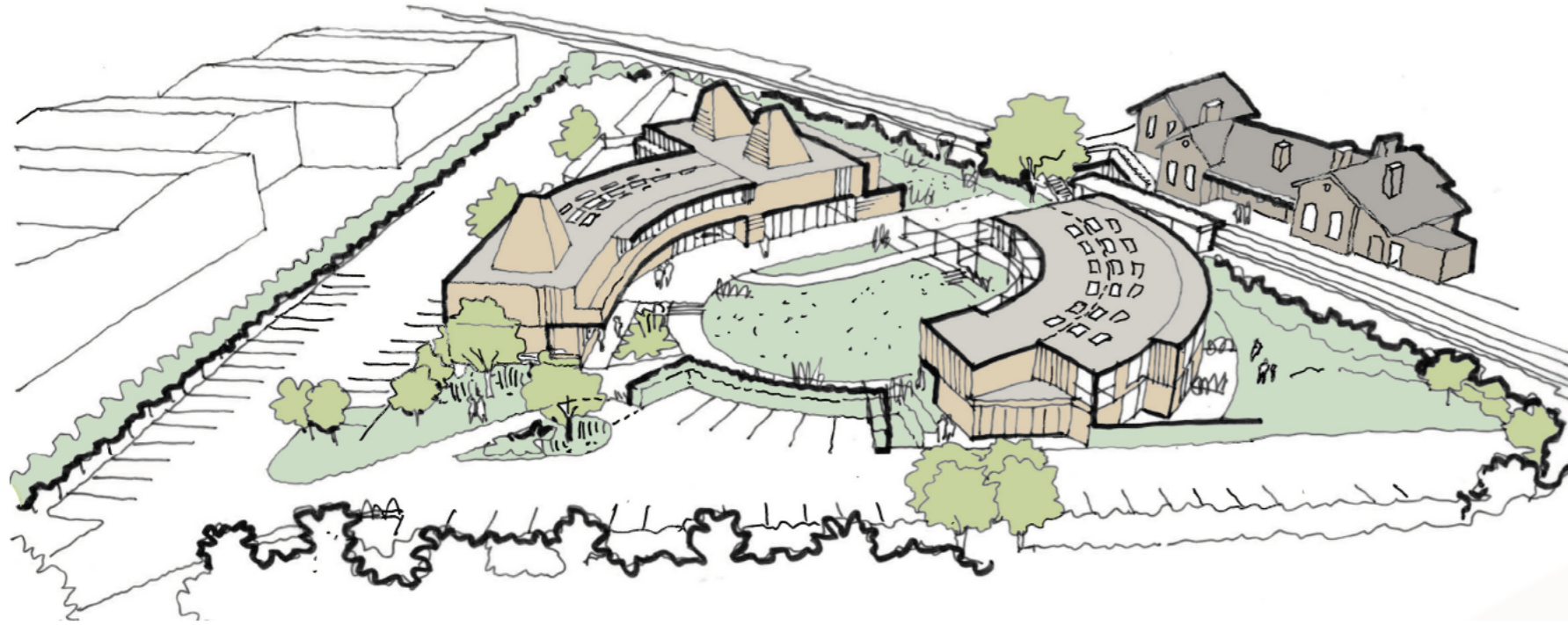
The Bat and Ball Railway Station is a grade II listed building, first designated on 24 July 1990. The building dates from 1862 and was the original terminus for Sevenoaks before the mainline station was built in 1868. Following several changes of use the building has been unoccupied for approximately 20 years.

The List Description for the building reads:

“Railway Station. 1862, the original terminus for Sevenoaks before the main line was built in 1868. It comprises Station offices and waiting room with Station Master’s House at the NE end. Built in London yellow stocks with string courses in red, dark blue and cream with dark blue slate roof. 1 storey to centre with gable end to SW and 2 storey Station Master’s House at NE end. 9 windows in all. Both gables are plain barge boarded, the south west gable has a circular bricked-up window feature. The station gable ends (back and front) have a decorative red brick band of pseudo machicolations. This feature also runs along the top of the recessed walls under the canopies, back and front. The two double entrance doors and 4 windows are recessed into an entrance portico, with typical carved valance boards under the eaves. The portico roof is supported on 2 wooden columns plus brackets, the NE column retaining its hook and eye for the horses reins. The windows are segmental arched with red brick voussoirs and cream terracotta keystones and springers, each with trefoil motif. All windows are double-hung sashes, with horns on the upper sash and with one vertical glazing bar per sash. These glazing bars end in ‘capitals’ with responds in the top corners of the sash. The fanlights over the double doors are subdivided into a circle with two semi-circles below. The Platform side shows a single storey building with gable ends to right and left, each with plain barge boards and a bricked- circular window feature. The centre of the building is recessed, the eaves beam with its valance boards being supported on a single wooden column. Minor later extensions have been added at each end.

extract of heritage statement by
HeritageCollective

Bat and Ball Station
Stage 3 Report



aerial sketch of proposed bat and ball centre



proposed future connection to the bat and ball centre

Context

The surrounding context is a mix of architectural styles and scales with large industrial units to the north and small terraced housing to the south and east. The Bat and Ball community centre and nursery are located north west of the station. Part of the station building has been converted in a private residential dwelling. Bat and Ball station is not in a conservation area.

Southwest of Otford road is Sevenoaks Wildlife reserve which is designated as a SSSI.

Bat and Ball Station is located in close proximity to the proposed Bat and Ball community centre and it is envisaged that the two buildings will be linked once work is complete.

This will provide a connection between the two buildings and increase foot traffic and use of the station.



1982



1984



1986



2004

Architectural Interest

The grade II listed building is of considerable architectural interest as a largely unaltered and highly representative station building of its period. The building has likely survived in such an unaltered state due to its limited use, almost immediately after construction, and its isolated position from the town centre.

Externally the building's architectural interest is derived from the picturesque and gothic influences of its envelope, the use of materials and general aesthetic merit of the building's composition. Internally this is demonstrated by a number of factors including:

- Its plan form, which appears to be mostly intact and clearly demonstrates how the building would have been used by both staff and passengers with luggage rooms, ladies waiting rooms and booking halls etc.
- Surviving features associated with the use such as station masters ticket windows and desks.

Other features with the curtilage of the building are also of architectural interest; including the original footbridge and the opposite timber waiting room. The footbridge dates from a few years after the main station building and is a cast iron structure with triangular spans. Though surviving, the footbridge lost its decorative cover in the mid to late 20th century. The original timber waiting room with decorative valance on the opposite platform also survives broadly. These features contribute to the architectural interest of the site as a set piece of railway architecture.

Historic Interest

The grade II listed station building is also of historic interest as the main railway for Sevenoaks when constructed in 1862, though soon replaced by the main line terminus in 1868. The building is highly representative of an important moment for the transportation of people and goods in the Sevenoaks area, specifically for the connection it provided to central London.

Illustrative value of the building as a mid 19th century station is mostly derived from its broadly unaltered external form and appearance and numerous internal features including the plan form which shows how the building was used and surviving elements of station master's fittings.

There is also a degree of associative value due to the station having been host to the Prince and Princess of Wales in 1866 and Queen Victoria in 1867.

extract of heritage statement by

HeritageCollective



Sevenoaks
TOWN council

**THEIS
+KHAN**

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England)
Order 2015

GRANT OF PLANNING PERMISSION

Site : Bat And Ball Railway Station Bat And Ball Road Sevenoaks KENT
TN14 5AP
Development : Conversion of an existing disused grade II listed station into a new
cafe and community facilities. New doorways to be formed between
cafe, kitchen and WCs. Existing external courtyard to be covered to
form new plant room and external wc.

Sevenoaks District Council, as the District Planning Authority, pursuant to powers in the
above mentioned Act and Order, HEREBY GRANTS PLANNING PERMISSION for the
development described above, to be carried out in accordance with the application and
plans submitted therewith,

SUBJECT TO THE CONDITIONS set out below :-

1) The development hereby permitted shall be begun before the expiration of three
years from the date of this permission.

In pursuance of section 91 of the Town and Country Planning Act 1990.

2) No development shall be carried out on the land until details of the materials to be
used in the construction of the flat roof above the existing courtyard hereby permitted
have been submitted to and approved in writing by the Council. The development shall
be carried out using the approved materials.

To maintain the integrity and character of the building as supported by Policy EN4 of the
Sevenoaks Allocations and Development Management Plan.

3) Prior to the completion of the development hereby approved, details of how the
development will enhance biodiversity will be submitted to and approved in writing by the
Local Planning Authority. The approved details will be implemented and thereafter
retained.

To provide opportunities to conserve and enhance biodiversity on the site, in accordance
with Policy SP11 of the Sevenoaks Core Strategy.

4) Prior to the commencement of development, bat emergence surveys shall be
carried out with the results to be submitted to, and approved in writing by the Local
Planning Authority. If bats are found, a full bat mitigation strategy along with measures to
enhance the site for bats shall be submitted to, and approved in writing by the Local
Planning Authority. The approved strategy shall be implemented in full, and any
enhancement measures shall be thereafter retained.

To provide opportunities to conserve and enhance biodiversity on the site, in accordance
with Policy SP11 of the Sevenoaks Core Strategy.

5) The use of the cafe and community facility shall only take place between the hours
of 06:00 and 00:00 on Monday to Sunday, inclusive of public holidays.

To safeguard the amenity of the adjoining residential property Station House in
accordance with policy EN2 of the Sevenoaks Allocations and Development Management
Plan.

6) No amplified music shall be played at the premises at any time unless a detailed
acoustic assessment including any necessary mitigation measures, has been submitted
to and agreed in writing by the Council. Any approved scheme shall then be fully
implemented prior to the first playing of amplified music and retained thereafter.

To safeguard the amenity of the adjoining residential property Station House in
accordance with policy EN2 of the Sevenoaks Allocations and Development Management
Plan.

7) Full details of the kitchen extract equipment, including an assessment of noise at
the nearest residential unit shall be submitted to and approved in writing by the Council
prior to the commencement of the development. The approved scheme shall then be
fully implemented prior to the first use and retained and maintained thereafter.

To safeguard the amenity of the adjoining residential property Station House in
accordance with policy EN2 of the Sevenoaks Allocations and Development Management
Plan.

8) The development hereby permitted shall be carried out in accordance with the
following approved plans: 3_110P4, 3_111P4, 3_120P6 and 3_130P6.

For the avoidance of doubt and in the interests of proper planning.

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England)
Order 2015

GRANT OF LISTED BUILDING CONSENT

Site : Bat And Ball Railway Station Bat And Ball Road Sevenoaks KENT
TN14 5AP
Development : Conversion of an existing disused grade II listed station into a new
cafe and community facilities. New doorways to be formed between
cafe, kitchen and WCs. Existing external courtyard to be covered to
form new plant room and external wc.

Sevenoaks District Council, as the District Planning Authority, pursuant to powers in the
above mentioned Act and Order, HEREBY GRANTS LISTED BUILDING CONSENT for the
development described above, to be carried out in accordance with the application and
plans submitted therewith,

SUBJECT TO THE CONDITIONS set out below :-

1) The works to which this consent relates shall begin before the expiration of three
years from the date of this consent.

In pursuance of section 91 of the Town and Country Planning Act 1990.

2) No development shall be carried out on the land until details of the materials to be
used in the construction of the flat roof above the existing courtyard hereby permitted
have been submitted to and approved in writing by the Council. The development shall
be carried out using the approved materials.

To maintain the integrity and character of the building as supported by Policy EN4 of the
Sevenoaks Allocations and Development Management Plan.

3) Horizontal and vertical sections at a scale of 1:10 and elevations at a scale of 1:20
detailing all of the windows for which secondary glazing is proposed shall be submitted to
and approved in writing by the Council prior to the commencement of the development.
The development shall be carried out in accordance with the approved details unless
otherwise agreed in writing.

To maintain the integrity and character of the Listed Building as supported by Policy EN4
of the Sevenoaks Allocations and Development Management Plan. The Local Planning
Authority is satisfied that it is fundamental to the development permitted to address this
issue before development commences and that without this safeguard planning
permission should not be granted

4) Drawings of the ceilings detailing the current condition, any areas where repairs are
required and showing the details of the repairs to be undertaken shall be submitted to
and approved in writing by the Council prior to the commencement of development. The
development shall be carried out in accordance with the approved details unless
otherwise agreed in writing.

To maintain the integrity and character of the Listed Building as supported by Policy EN4
of the Sevenoaks Allocations and Development Management Plan. The Local Planning
Authority is satisfied that it is fundamental to the development permitted to address this
issue before development commences and that without this safeguard planning
permission should not be granted

5) Specifications for the proposed torc or doff exterior paint removal including a
sample panel shall be submitted to and approved in writing prior to the commencement of
development. The development shall be carried out in accordance with the approved
details unless otherwise agreed in writing by the Council.

To maintain the integrity and character of the Listed Building as supported by Policy EN4
of the Sevenoaks Allocations and Development Management Plan. The Local Planning
Authority is satisfied that it is fundamental to the development permitted to address this
issue before development commences and that without this safeguard planning
permission should not be granted

6) The development hereby permitted shall be carried out in accordance with the
following approved plans: 3_110P4, 3_111P4, 3_120P6, 3_130P6, 3_300.1P5,
3_300.2P5, 3_301.1P5 and 3_302.1P5.

For the avoidance of doubt and in the interests of proper planning.

Planning and Listed Building Consent

Planning and listed building consent was granted for the proposed works earlier this year. The
planning authority and conservation officer were supportive of the scheme and Sevenoaks Town
Council's plans once again make use of a heritage asset within the area.

The next steps are for the design team to prepare the information required to discharge the planning
and listed building consent conditions.

This will require the submission of a detailed repair schedule to Sevenoaks District Council for the
window and door repairs, secondary glazing and cornicing.

We will also need to approval of the material selection of the courtyard flat and the proposed doff
cleaning.

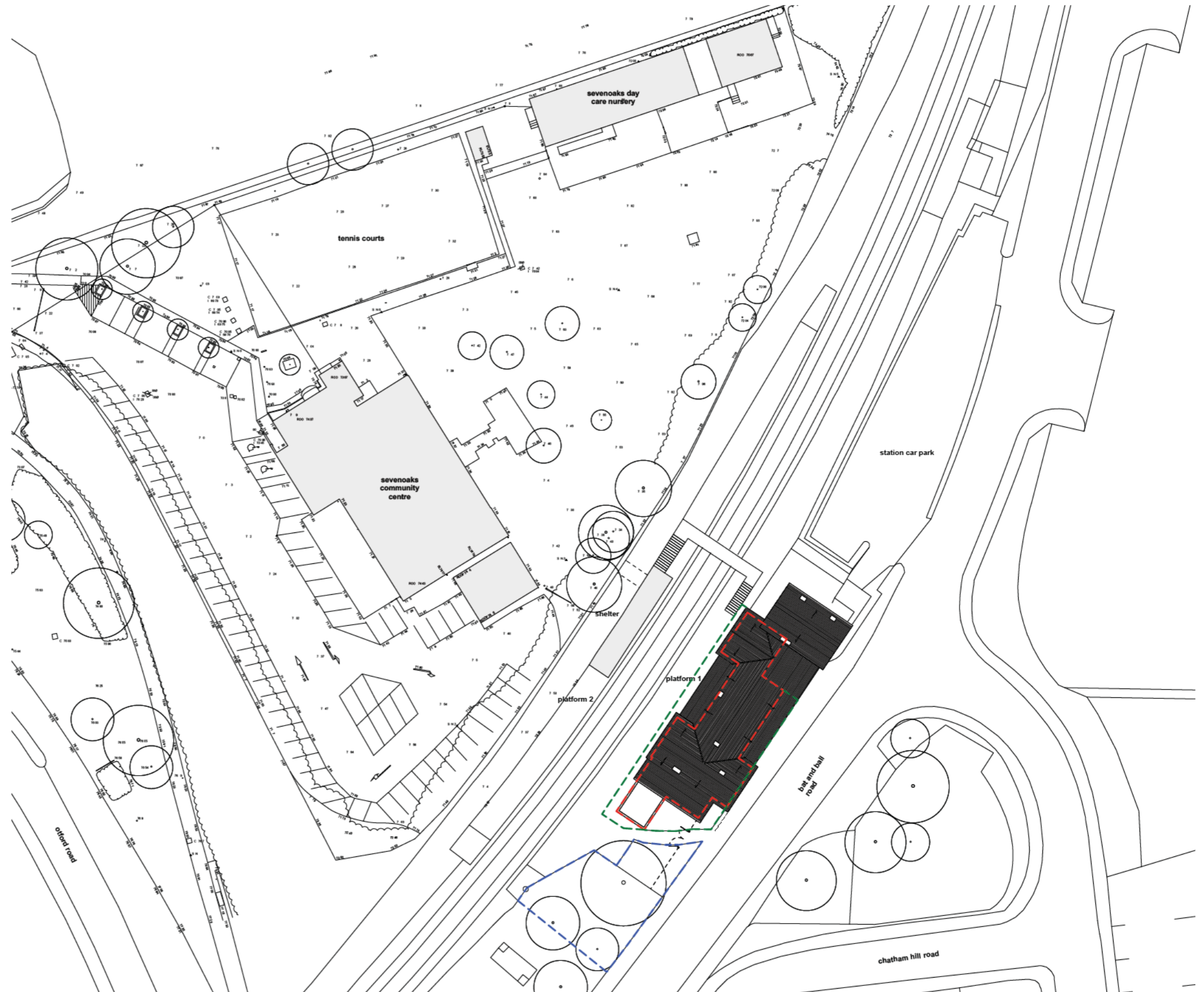
Bat emergence surveys have been carried out and they report no sightings of Bats. This report is
ready for submission to Sevenoaks District Council.

Bat and Ball Station
Stage 3 Report
Site Plan

1:500
0 10 25M



- area of works
- site hoarding
- contractor welfare/storage compound

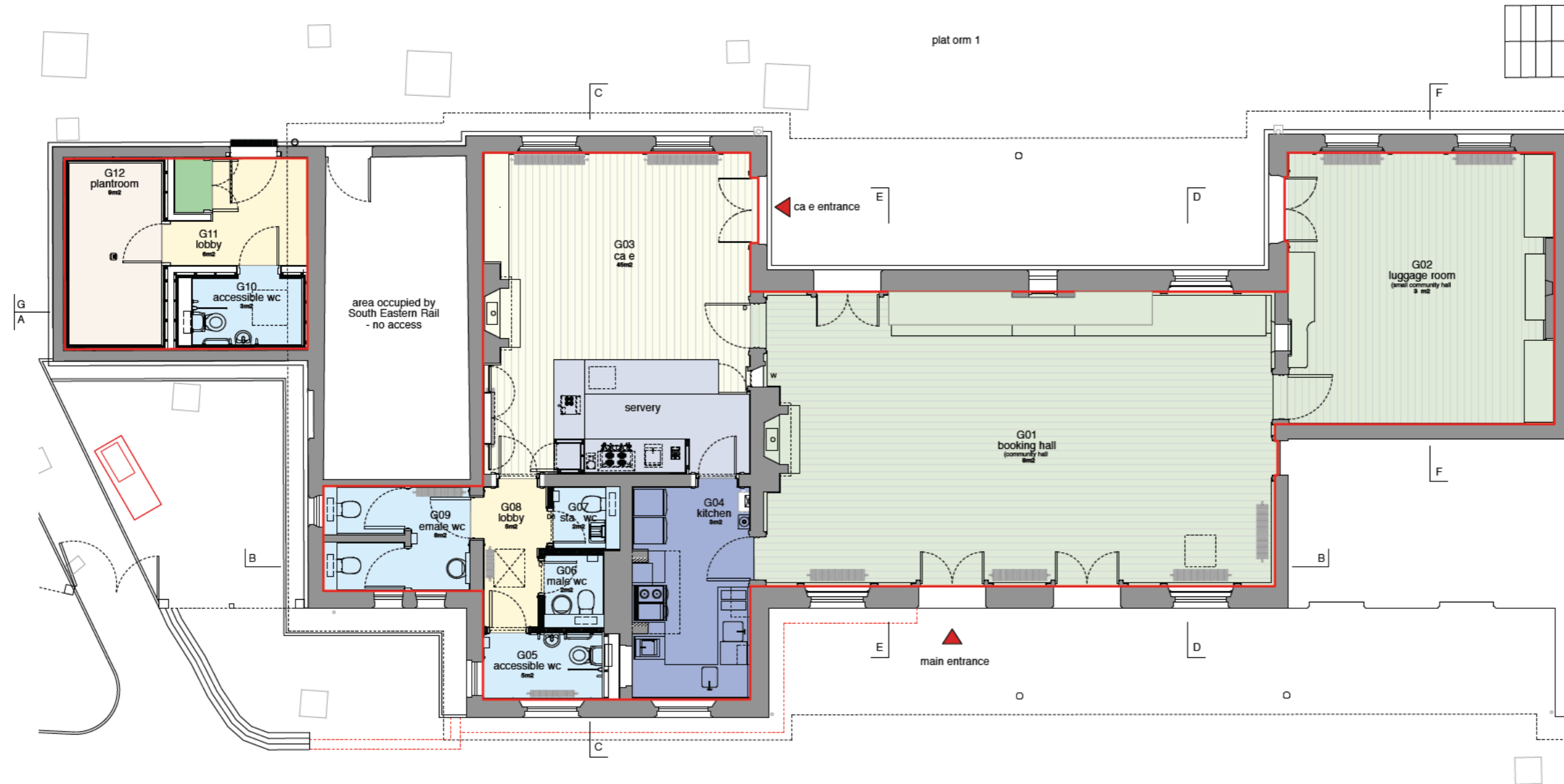


Sevenoaks
TOWN council



**THEIS
+KHAN**

proposed ground floor plan



The proposed layout makes use of the existing rooms with little subdivision or alterations to the layout. The intention is to keep the building as close as possible to its original layout.

The former luggage hall and booking hall become two community spaces whilst a cafe and servery will be created in the former waiting room. A new opening will be formed between the cafe to the toilet area.

An existing window opening will be converted into a door opening to the kitchen.

The footprint of the building will remain unchanged. A new flat roof will be constructed over the external walled courtyard to form a plant room and an accessible wc.

- servery
- kitchen
- lobby
- WC
- storage
- community
- cafe
- plant room



proposed elevations

Alterations to the elevations will be kept to a minimum to preserve the character of the building.

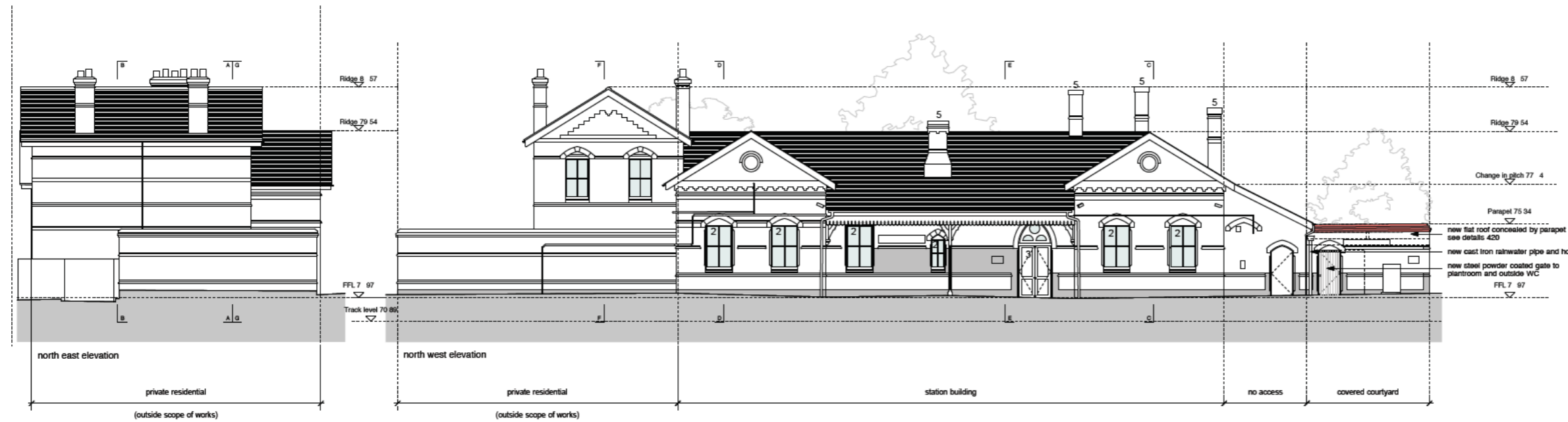
The proposed roof will be installed so that it is not visible from ground level.

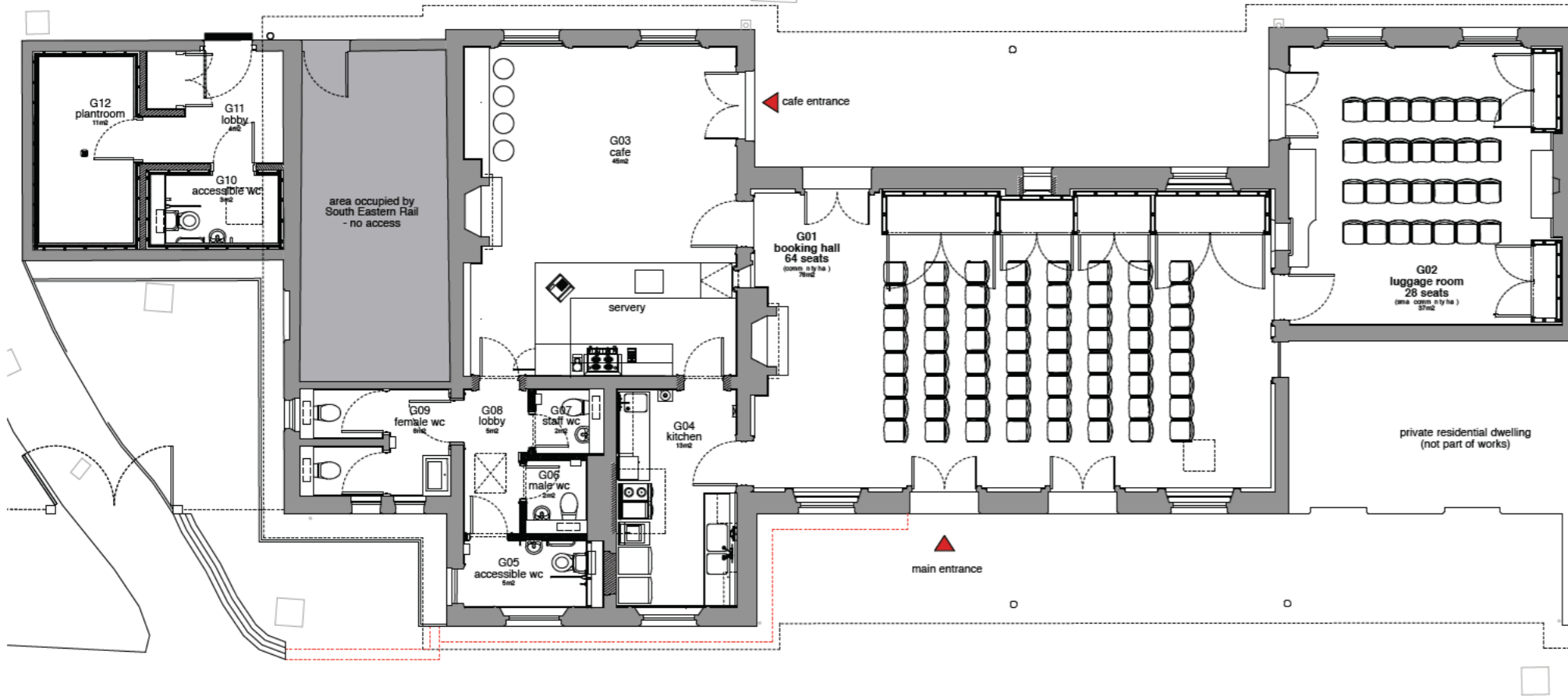
The doors and windows which are currently boarded will be refurbished and the existing lead paint on the façades will be removed.

The proposed works will return the building closer to its original condition when it was in use.

Alterations required for the change of use, such as ventilation extracts will be positioned as discreetly and possible.

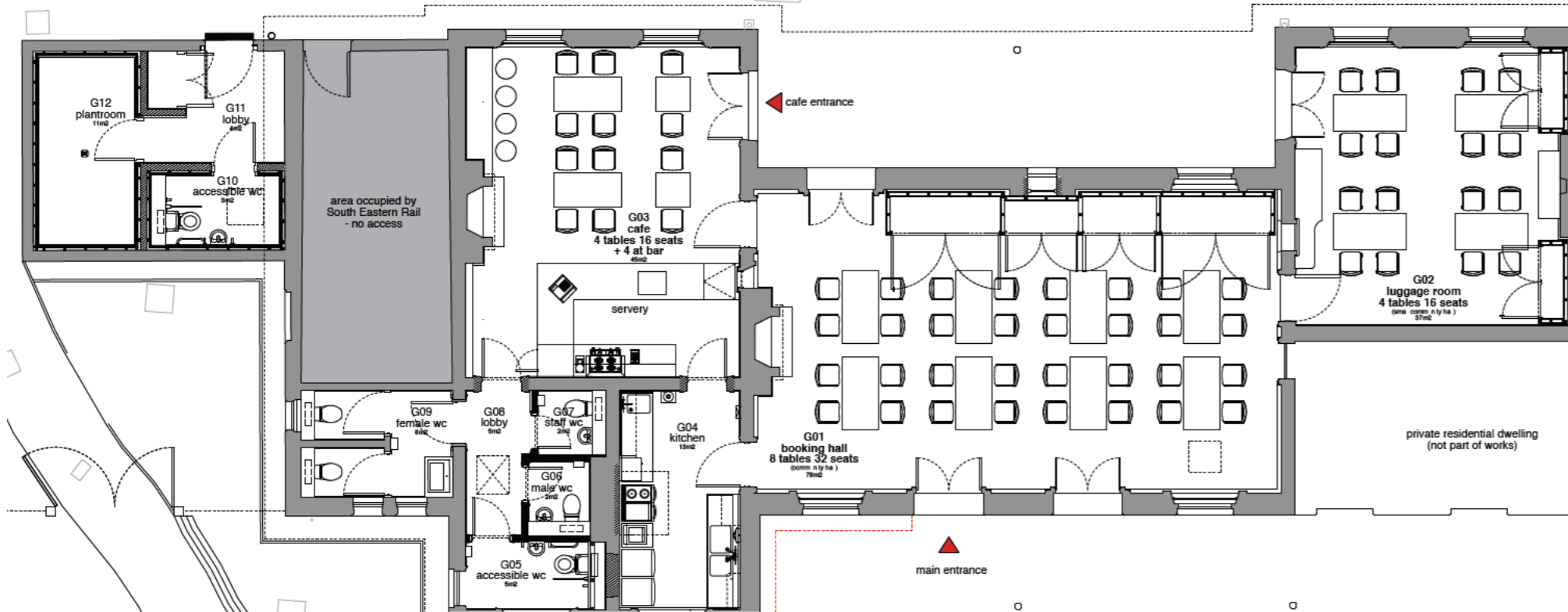
The kitchen supply duct will be positioned under the entrance canopy and tile vents will be used for the extract.





meeting/lecture furniture layout

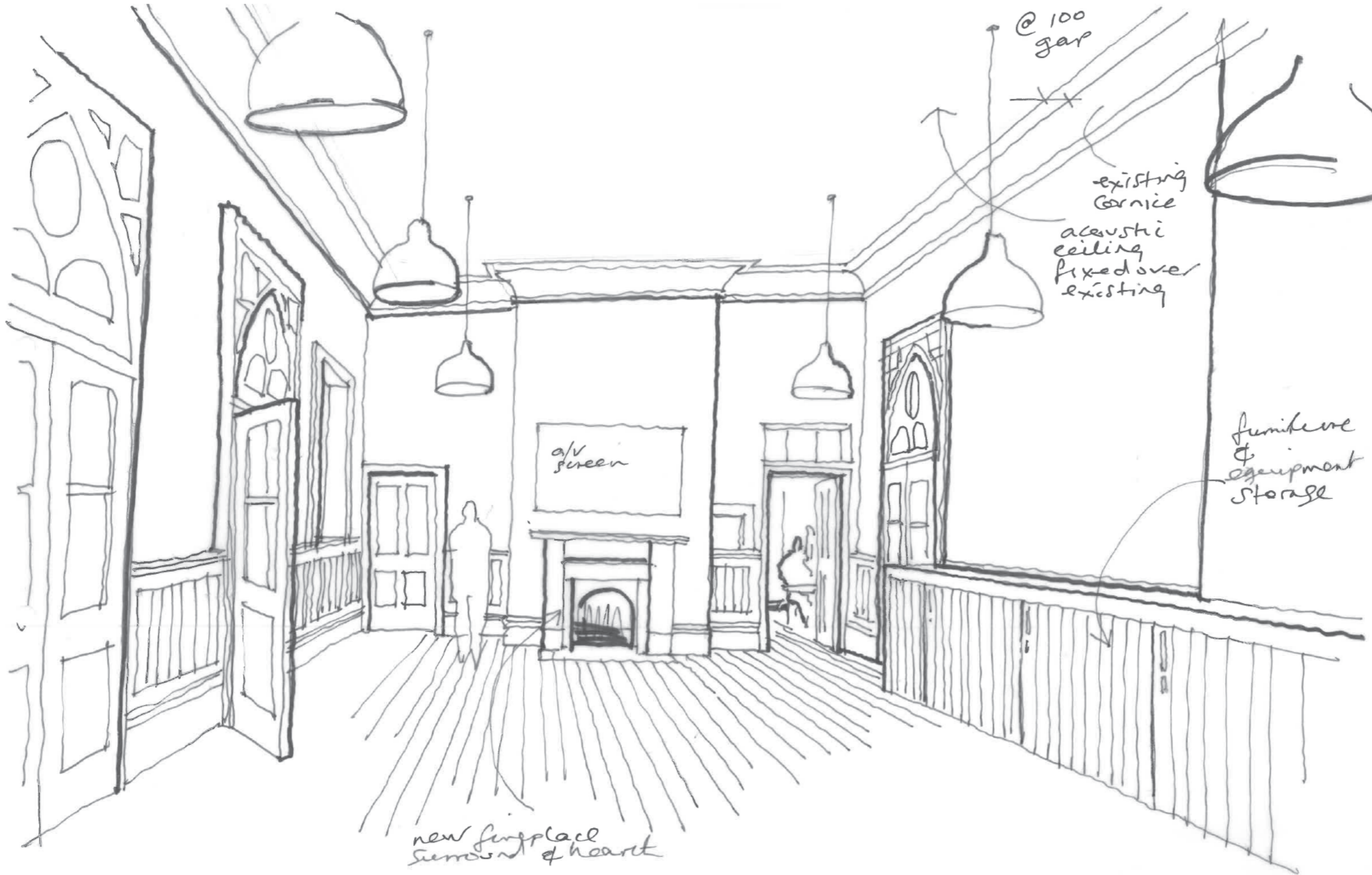
booking hall 64 seats
luggage room 28 seats



banquet furniture layout

cafe 16 seats (+4 at bar/counter)
booking hall 32 seats
luggage room 16 seats





sketch of booking hall

booking hall and luggage room

The booking hall and luggage room will become multifunction spaces.

All the existing surfaces will be refinished and repaired. The walls, ceiling and cornicing will be repaired and repainted. The floors will be refinished and oiled.

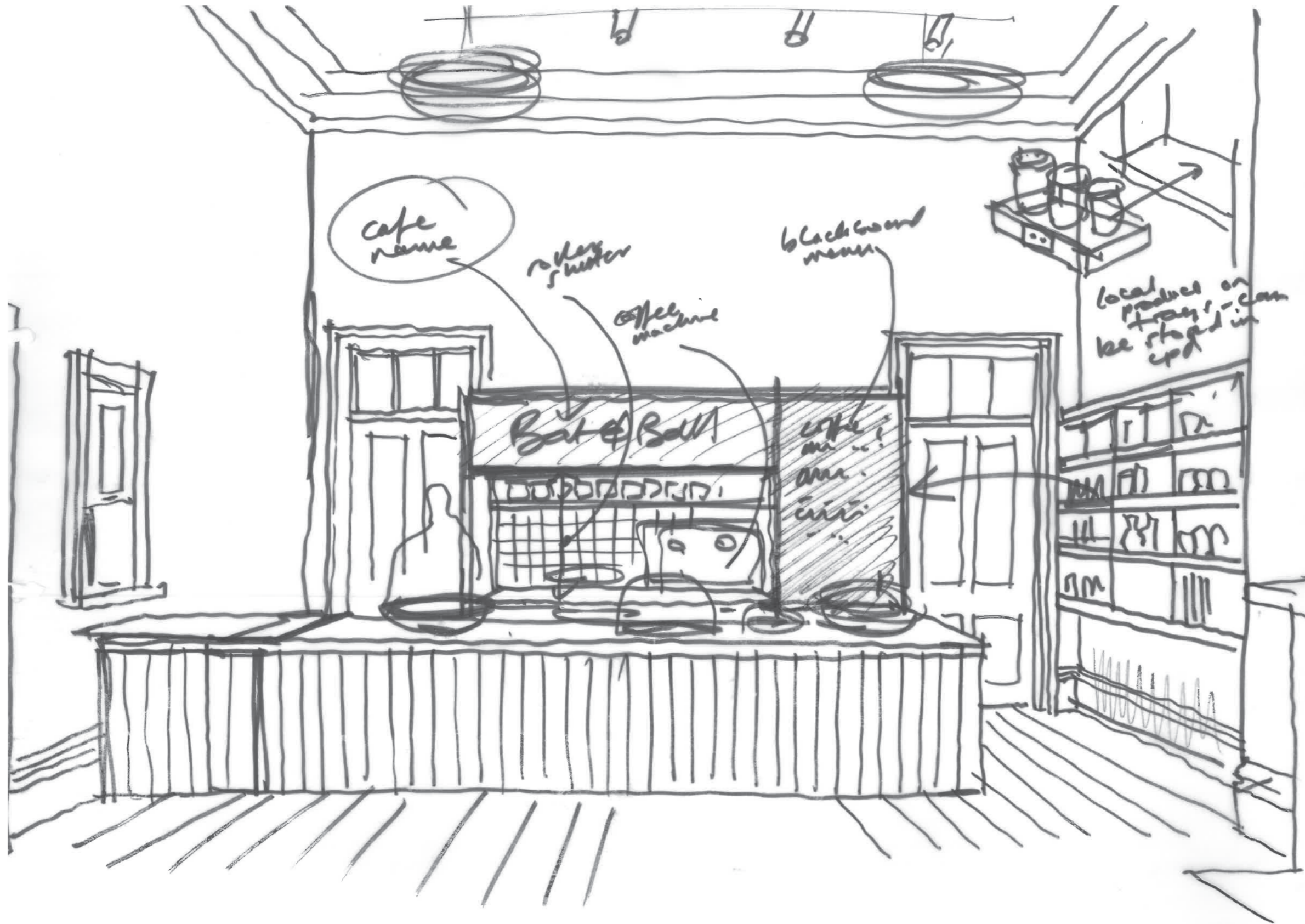
New storage will be provided in bespoke joinery units.

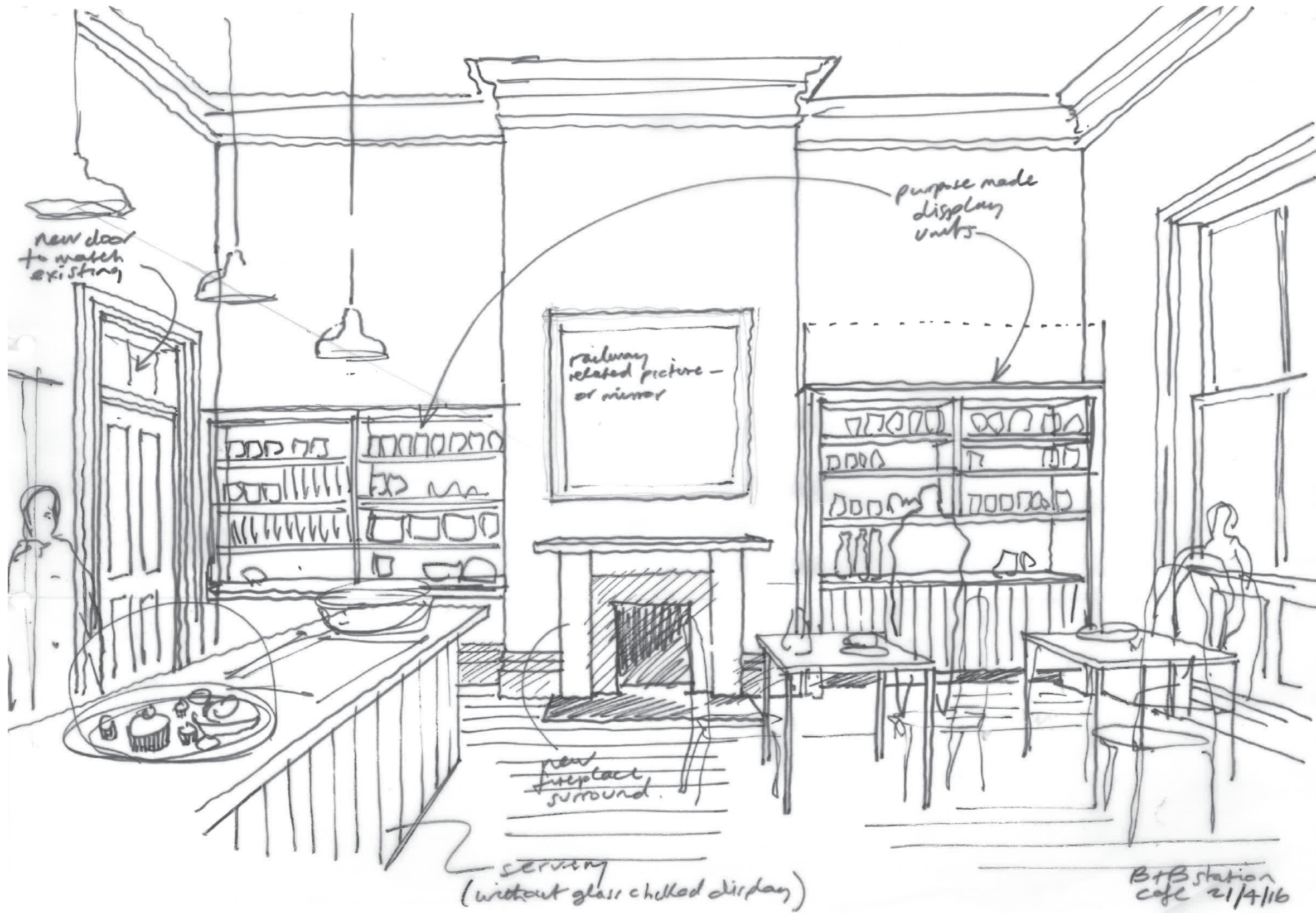
Lighting will be provided primarily by prismatic glass pendant fittings.

A new gas stove will be installed in the location of the existing fireplaces. STC and TKA are aiming to locate the original fireplace surrounds and reinstall them if possible.



cafe and servery - view 1

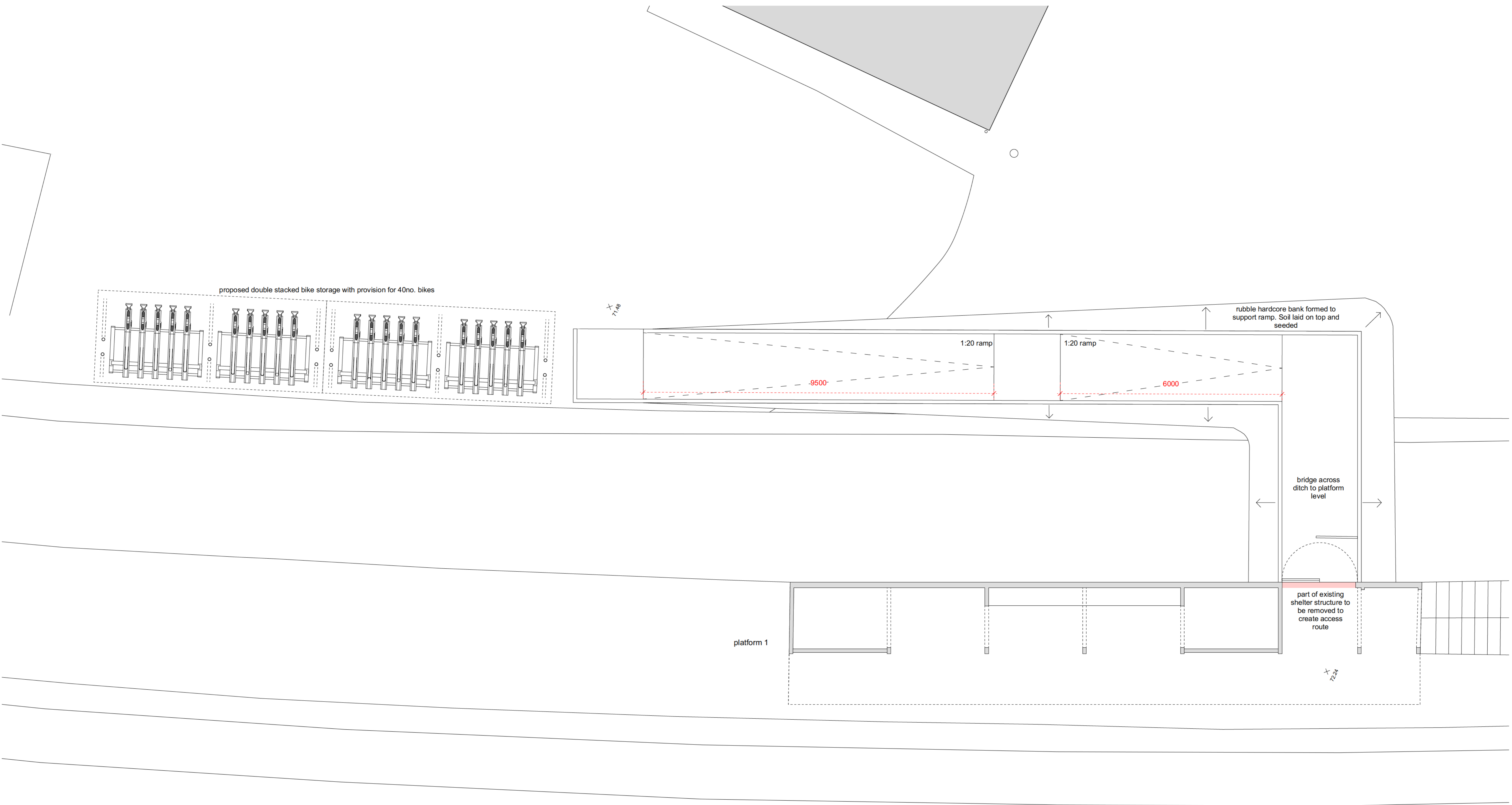




[Page deliberately left blank]

Appendix 2

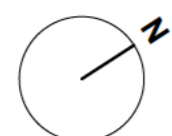
Provision of Access to Platform 1 and Provision of Cycle Racks adjacent to Platform 1



notes

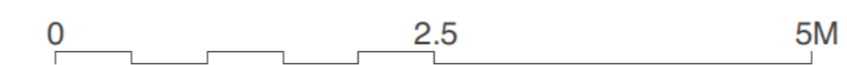
Do not scale.
 All dimensions to be checked on site and verified with the architect prior to construction.
 Any discrepancies or uncertainties regarding this drawing to be discussed with the architect prior to construction.
 Copyright © Theis and Khan Architects Ltd. All rights reserved

key



revision notes

changes since previous issue:
 - dimensions / notes updated



planning

revision	date	comment
p1	16.11.17	issued for comment

DRAFT

**THEIS
 + KHAN**

11-13 Lonsdale Gardens
 Tunbridge Wells
 Kent TN11 1NU
 +44 (0)1892 518094
 mail@theisandkhan.com
 www.theisandkhan.com

project	bat and ball centre, sevenoaks		
drawing	ramped link between existing car park and station platform proposed		
scale	1:50@A1	date	nov '16
job number	1084	drawing number	sk171115.07
		revision	p1

Before



After



[Page deliberately left blank]

Appendix 3

Provision of Cycle Racks adjacent to Platform 2

notes

Do not scale except for planning purposes

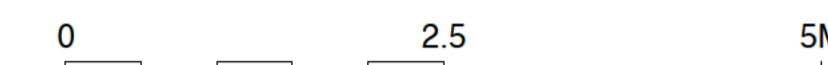
All dimensions to be checked on site and verified with the architect prior to construction.




Any discrepancies or uncertainties regarding this drawing to be discussed with the architect prior to construction.

Copyright © Theis and Khan Architects Ltd. All rights reserved

key

1:50



-  new walls
-  to be demolished
-  existing walls

tender

revision	date	comment
T1	24.07.17	issued to client for comment
T2	10.11.17	issued for comment

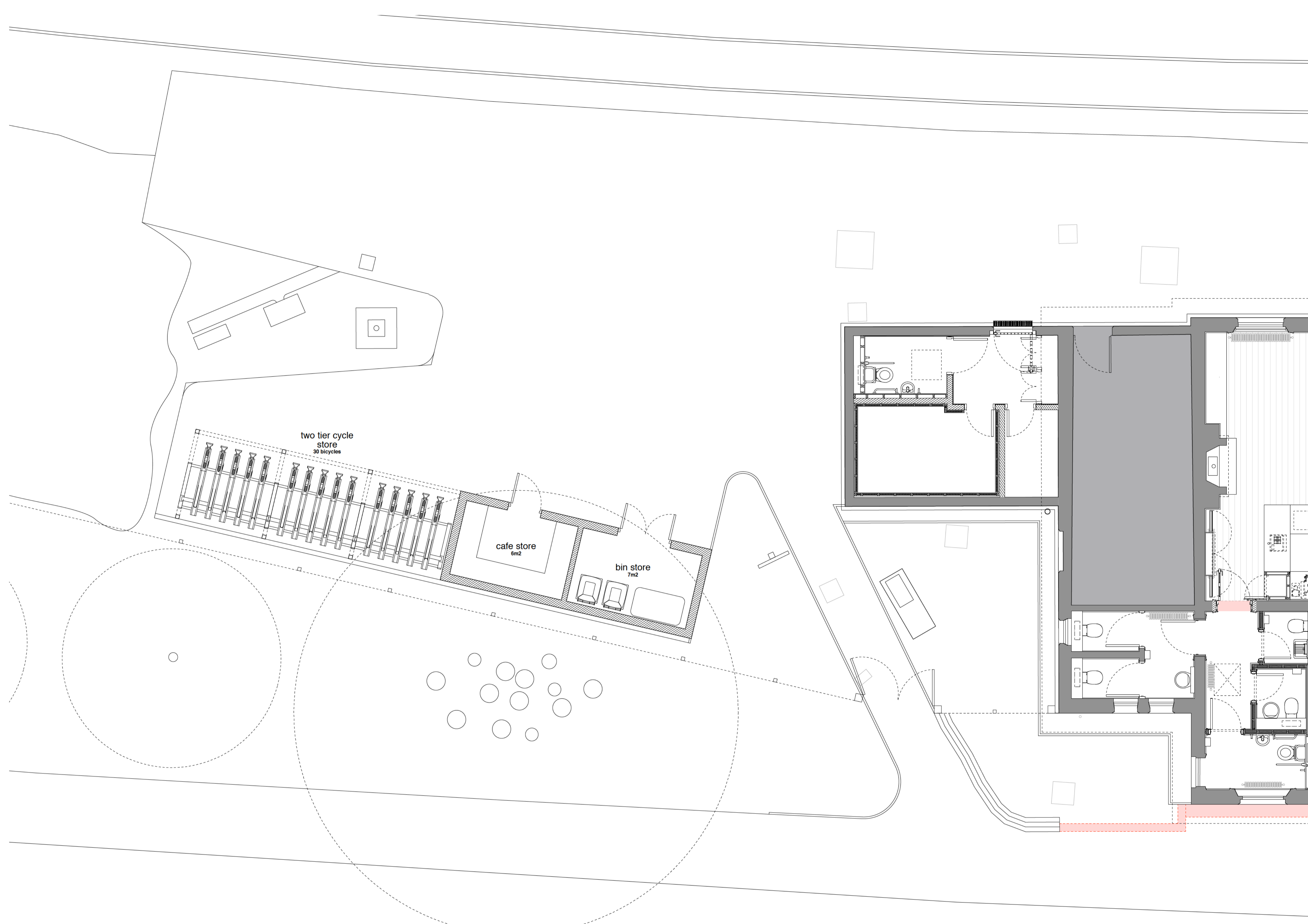
THEIS + KHAN

11-13 Lonsdale Gardens
Tunbridge Wells
Kent TN11 1NU
+44 (0)1892 518094
mail@theisandkhan.com
www.theisandkhan.com

project
Bat + Ball Station Building

drawing
external store - option 2
proposed

scale	date	revision
1:50@A1	29.04.16	
job number	drawing number	revision
1084	3_116	T2



notes

Do not scale except for planning purposes

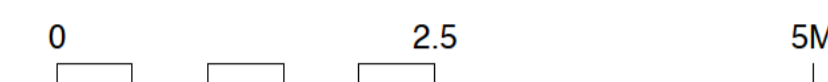
All dimensions to be checked on site and verified with the architect prior to construction.

Any discrepancies or uncertainties regarding this drawing to be discussed with the architect prior to construction.

Copyright © Theis and Khan Architects Ltd. All rights reserved

key

1:50

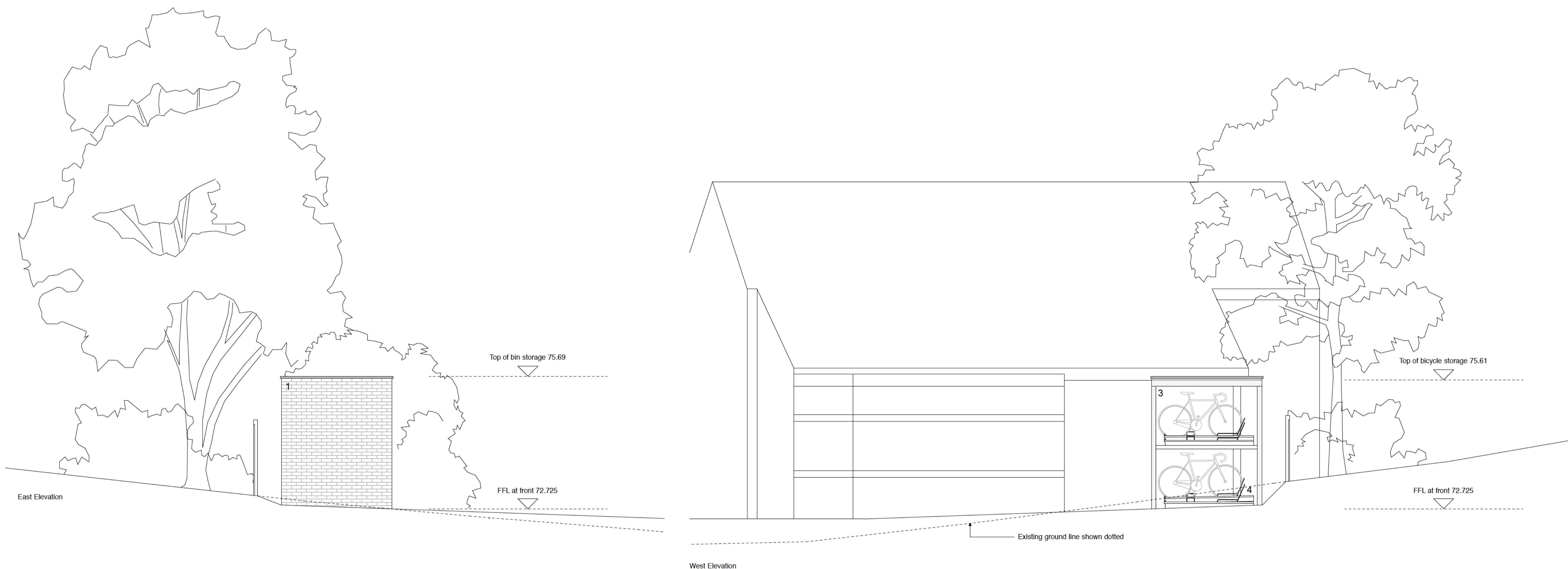


Material Key

- 1 - brick
- 2 - steel doors
- 3 - steel framed bicycle shelter
- 4 - two tier bike storage



North Elevation



East Elevation

West Elevation

tender

revision	date	comment
T1	10.08.17	issued for comment
T2	10.11.17	issued for comment

THEIS + KHAN

11-13 Lonsdale Gardens
Tunbridge Wells
Kent TN11 1NU
+44 (0)1892 518094
mail@theisandkhan.com
www.theisandkhan.com

project

Bat + Ball Station Building

drawing

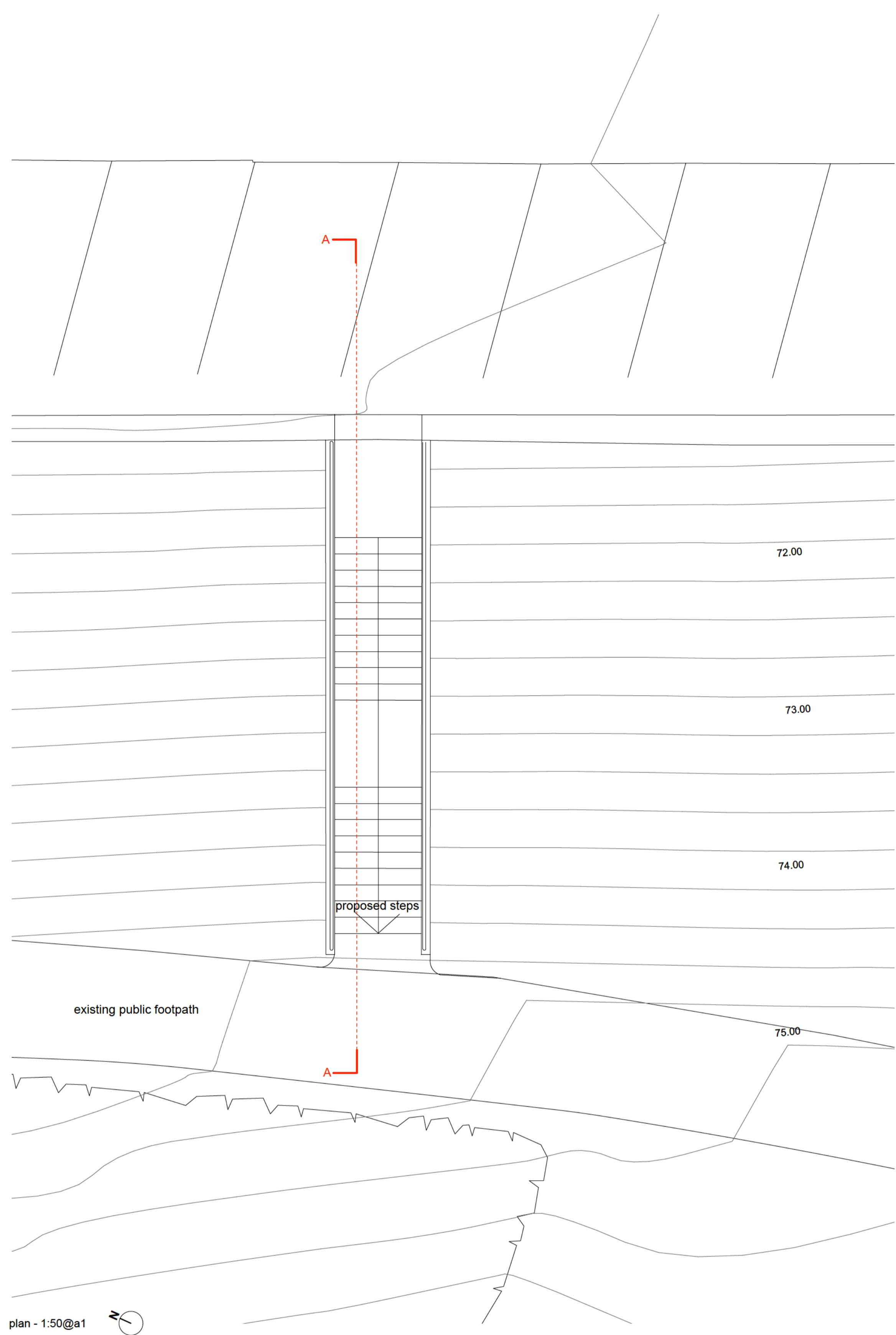
bins and bicycle storage elevations
proposed

scale	date	revision
1:50@A1	10.08.17	
job number	drawing number	revision
1084	3_121	T2

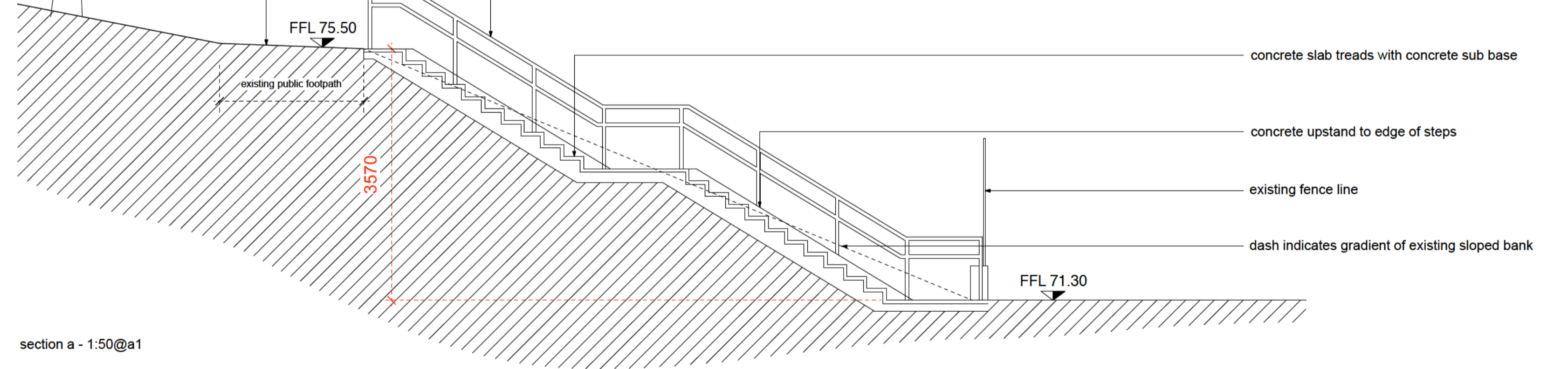
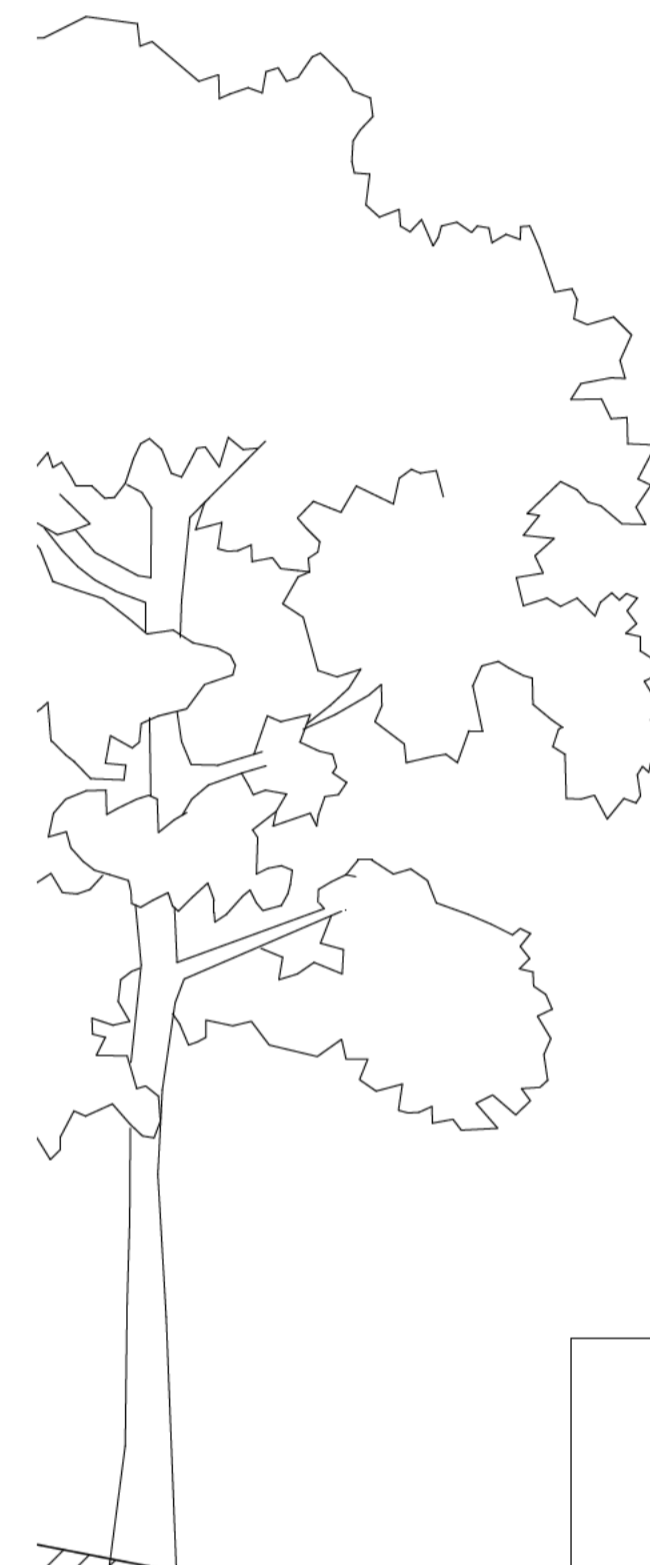


Appendix 4

Provision of additional access from Otford Road via Community Centre to station.



plan - 1:50@a1



section a - 1:50@a1

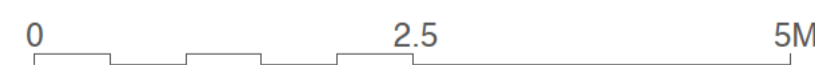
notes

Do not scale.
 All dimensions to be checked on site and verified with the architect prior to construction.
 Any discrepancies or uncertainties regarding this drawing to be discussed with the architect prior to construction.
 Copyright © Theis and Khan Architects Ltd. All rights reserved

key

revision notes

changes since previous issue:
 - dimensions / notes updated



planning

revision	date	comment
p1	16.11.17	issued for comment

**THEIS
 + KHAN**

11-13 Lonsdale Gardens
 Tunbridge Wells
 Kent TN11 1NU
 +44 (0)1892 518094
 mail@theisandkhan.com
 www.theisandkhan.com

project
 bat and ball centre, sevenoaks

drawing
 public footpath connection - stair plan
proposed

scale	date	
1:50@A1	nov '16	
job number	drawing number	revision
1084	sk171116.08	4p1

Appendix 5

Supporting documents from

1. Mayor of Sevenoaks
2. Cllr Jonathan Krogdahl
3. Cllr Margaret Crabtree
4. Heritage Lottery Fund

.

From: Cllr Jonathan Krogdahl [<mailto:cldr.krogdahl@sevenoaks.gov.uk>] **Sent:** 27 November 2017 05:42 **To:** Linda Larter <townclerk@sevenoakstown.gov.uk> **Cc:** Cllr Roddy Hogarth <cldr.hogarth@sevenoaks.gov.uk> **Subject:** Fwd: FW: Improved Transport Infrastructure at Bat & Ball Station

Linda,

Thank you for including me in this application that I am of course, more than happy to support. It is an excellent initiative and is much needed fundin to support in the development of the Bat & Ball area.

I have for some time viewed the entire Bat & Ball area within the ward of Sevenoak's North, as being prime for investment in both the streetscape improvement and necessary infrastructure. With this in mind, I am encouraged that the town council have chosen to make this application for funding and should you have any need for me to contribute further in support of this application, please don't hesitate to ask.

Best regards,
Jonathan Krogdahl
District Councillor, Sevenoaks Northern

From: Linda Larter [<mailto:townclerk@sevenoakstown.gov.uk>] **Sent:** 24 November 2017 13:18 **To:** Jonathan Krogdahl **Cc:** 'Roderick Hogarth' [REDACTED] [REDACTED] **Subject:** RE: Improved Transport Infrastructure at Bat & Ball Station **Importance:** High

Dear Jonathan

Further to my previous email please see attached Sevenoaks Town Council's bid for CIL Funding from SDC.

I hope that you will be able to provide a letter / email of support for this application.

With regards
Linda

Linda Larter MBE
Chief Executive / Town Clerk
Sevenoaks Town Council
Council Offices
Bradbourne Vale Road
Sevenoaks, Kent TN13 3QG
Tel: 01732 459953



See www.sevenoaks.fund

From: Jonathan Krogdahl [REDACTED] **Sent:** 20 November 2017 21:29
To: Linda Larter <townclerk@sevenoakstown.gov.uk>; Merylyn Canet [REDACTED]
Cc: 'Roderick Hogarth' [REDACTED]
Subject: Re: Improved Transport Infrastructure at Bat & Ball Station

Linda,

Yes absolutely. I look forward to receiving it.

Best,

JK

----- Original message -----

From: Linda Larter <townclerk@sevenoakstown.gov.uk>
Date: 21/11/2017 03:13 (GMT+10:00)
To: [REDACTED] Merylyn Canet [REDACTED]
Cc: "Roderick Hogarth" [REDACTED]
Subject: Improved Transport Infrastructure at Bat & Ball Station

Dear Cllr Krogdahl and Cllr Canet

I am writing to inform you in advance that I am currently preparing on behalf of Sevenoaks Town Council a funding application to Sevenoaks District Council from its Community Infrastructure Levy Spending Board.

The funding application will be related to the emerging Masterplan for Northern Sevenoaks in particular the following projects in and around Bat & Ball Station:

1. Refurbishment of Bat & Ball Station
2. Provision of Access to Platform 1
3. Provision of Cycle Racks adjacent to Platform 1
4. Provision of Cycle Racks adjacent to Platform 2
5. Provision of additional access from Otford Road via Community Centre.

The funding application needs to be with the District Council by the end of the month and

requires a letter / email of support from SDC Ward Councillors hence my communication with you.

As I mention we are working on the final elements of this funding application which should be available for Monday 27th November. If I get a copy of it to you then would you be able to review please and consider offering your support?

With regards
Linda

Linda Larter MBE
Chief Executive / Town Clerk
Sevenoaks Town Council
Council Offices
Bradbourne Vale Road
Sevenoaks, Kent TN13 3QG
Tel: 01732 459953



See www.sevenoaks.fund