



SEVENOAKS DISTRICT

# INFRASTRUCTURE DELIVERY PLAN

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## ABBREVIATIONS & ACRONYMS

<b>AMR</b>	Authority Monitoring Report
<b>CIL</b>	Community Infrastructure Levy
<b>DBC</b>	Dartford Borough Council
<b>GBC</b>	Gravesham Borough Council
<b>GLA</b>	Greater London Authority
<b>HRA</b>	Habitats Regulations Assessment
<b>IDP</b>	Infrastructure Delivery Plan
<b>KCC</b>	Kent County Council
<b>LBBe</b>	London Borough of Bexley
<b>LBBr</b>	London Borough of Bromley
<b>MUGA</b>	Multi Use Games Area
<b>NPPF</b>	National Planning Policy Framework
<b>NR</b>	Network Rail
<b>PROW</b>	Public Right of Way
<b>SCC</b>	Surrey County Council
<b>SDC</b>	Sevenoaks District Council
<b>SuDS</b>	Sustainable Urban Drainage Systems
<b>TDC</b>	Tandridge District Council
<b>TMBC</b>	Tonbridge and Malling Borough Council
<b>TWBC</b>	Tunbridge Wells Borough Council
<b>WDC</b>	Wealden District Council

## EXECUTIVE SUMMARY

The Sevenoaks District Infrastructure Delivery Plan (IDP) is an evidence base document that supports the development of the Local Plan 2015-2035.

### What this document DOES do...

- Sets out the known infrastructure needs of the District, and identifies where improvements are required.
- It is an evidence base document for the Local Plan.
- It is a live document that will be updated as and when more information is obtained throughout the Local Plan

### What this document DOES NOT do...

- It does not limit the infrastructure that may be sought in order to support development coming forward as part of the Local Plan.
- It does not influence, establish or impact upon the Local Plan, or its strategies.

## 1 INTRODUCTION

The provision of the right infrastructure, serving the right location at the right point in time is essential when considering the sustainable development of communities. The delivery of the correct types of infrastructure should support the Local Plan in providing new homes, employment opportunities and economic growth, viable town centres as well as improving the quality of the environment.

We have taken the view that in order to achieve sustainable communities, the balance of meeting infrastructure requirements must be two-fold;

- Ensuring that there is sufficient capacity to meet the needs of existing residents at this moment in time; and
- Ensuring that additional capacity can be provided to accommodate any future growth across the District.

Planning for infrastructure helps to ensure that there is a common understanding between service providers, developers, local communities, businesses, neighbouring authorities and the District Council as to the local infrastructure needs. This should also provide a clear strategy to how infrastructure will be delivered in tandem with any future development across the District as a whole. Where possible, the Sevenoaks Infrastructure Delivery Plan (IDP) will provide estimated costs associated with each piece of required infrastructure, as well as setting out the proposed timescales to deliver the project.

For the purposes of the Local Plan, the IDP will be treated as a “live” document, which can be updated when further information has been received. This may include (but not limited to):

- Updating projects where feasibility assessments and studies becomes available to deliver the infrastructure;
- Where bids have been successful for securing funding at a national, regional or local level; and
- Where the infrastructure project has been completed/delivered.

### Purpose of the Infrastructure Delivery Plan

The IDP supports the objectives within our Local Plan 2015-2035 and provides commentary on what infrastructure would be required to support future growth and development across Sevenoaks District. The Local Plan sets out the local policies and locations for development for us to create sustainable and cohesive communities, which are served by adequate services, facilities and infrastructure to support the day-to-day needs of the local population.

To assist the delivery of sustainable communities, the IDP identifies the infrastructure requirements across the District and any potential deficits, the priority of the

infrastructure to be delivered, details any costs associated with the infrastructure delivery (if known) and how the infrastructure will be funded. The IDP also serves an important role in the review of the Community Infrastructure Levy (CIL) Charging Schedule and the preparation of our Regulation 123 List. Both of these documents will support how infrastructure will be funded in the future across Sevenoaks District.

For meeting our needs across Sevenoaks District, the preferred development strategy for the Local Plan is:

- Focusing growth in existing settlements, including at higher densities;
- Redevelopment of previously developed / locally defined “brownfield” land in sustainable locations; and
- Development of greenfield Green Belt land only in “exceptional circumstances” where social and community infrastructure is being proposed in addition to housing, which could help address evidenced infrastructure deficiencies in the area.

Therefore, there is potential for a number of sites that demonstrate “exceptional circumstances” to be included in the Local Plan. The IDP will consider how the infrastructure proposed on these sites will be delivered for the development to come forward.

While we must look at the need for infrastructure within Sevenoaks District, it is essential to note that the need for infrastructure is not confined to the boundaries of the District. Therefore, consideration must also be given to any cross-boundary infrastructure requirements as part of the IDP.

It should be recognised that infrastructure needs are discussed in broad terms and other infrastructure might be required in order to enable a development to go ahead. This might be as a result to changes in national legislation or Government priorities as well as changes in the plans/strategies provided by infrastructure providers.

## 2 DEFINITION OF INFRASTRUCTURE

Infrastructure can be identified as the various services and facilities that are necessary to help build sustainable communities, which include the delivery of new infrastructure or upgrading of the existing facilities to accommodate additional capacity from either new or existing developments.

The term “infrastructure” is broad and can compass many aspects of social, economic and environment issues. As there is no set definition of infrastructure within the NPPF, we have taken forward the application of infrastructure as set out in the Planning Act 2008 under Section 216(2). This includes:

- Transport schemes;
- Flood defences;
- Water quality;
- Education;
- Health and social care facilities;
- Police and emergency services facilities;
- Community facilities;
- Communications (including broadband); and
- Blue Green infrastructure.

This list is not restrictive and can include utilities (i.e. electricity, gas, and water and wastewater networks). For the purposes of the IDP, the following types of infrastructure could be included within each category described:

Infrastructure Category	Type of Infrastructure / Project
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Road networks</li> <li>• Rail networks</li> <li>• Bus services</li> <li>• Cycling and walking routes</li> <li>• Public Rights of Way (PROWs)</li> <li>• Car parking facilities (including electric vehicle charging points)</li> </ul>
<b>Flood defences</b>	<ul style="list-style-type: none"> <li>• Flood defences and water quality schemes – Blue Green Infrastructure can also provide solutions to mitigate any effects.</li> </ul>
<b>Water quality</b>	
<b>Education</b>	<ul style="list-style-type: none"> <li>• Pre-school and nursery schools</li> <li>• Primary education</li> <li>• Secondary education</li> <li>• Post 18 / higher education</li> <li>• Adult education</li> <li>• Special educational needs</li> </ul>

<p><b>Health and social care facilities</b></p>	<ul style="list-style-type: none"> <li>• GP surgeries</li> <li>• Dental services</li> <li>• Hospitals and community trusts</li> <li>• Mental health services</li> <li>• Adult social care services</li> <li>• Children’s social services</li> </ul>
<p><b>Police and emergency services facilities</b></p>	<ul style="list-style-type: none"> <li>• Schemes involving physical infrastructure for the police, fire and rescue services, and ambulance services.</li> </ul>
<p><b>Community facilities</b></p>	<ul style="list-style-type: none"> <li>• Places of worship</li> <li>• Sport venues</li> <li>• Playing pitches</li> <li>• Meeting places</li> <li>• Libraries</li> <li>• Cultural buildings</li> </ul>
<p><b>Communications (including broadband)</b></p>	<ul style="list-style-type: none"> <li>• Telecommunications</li> <li>• High speed broadband</li> </ul>
<p><b>Blue Green Infrastructure</b></p>	<ul style="list-style-type: none"> <li>• Natural / semi-natural open space</li> </ul>

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### 3 INFRASTRUCTURE PLANNING CONTEXT

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) stresses the importance of taking a positive, proactive approach to local plan-making and the strategic priorities of an area. The expectation of the NPPF is that local planning authorities look beyond the requirements to meeting housing needs, and focus on creating sustainable communities during the course of the plan period and beyond. This should be extended to infrastructure, community facilities and transport.

The NPPF is clear that infrastructure should be integrated with future development and that should be considered as part of the plan-making process and should include the provision of infrastructure and community facilities at the local level.

Planning practice guidance for Local Plans emphasises the importance of engaging with infrastructure providers early in the plan-making process, as it is essential to understand their investment plans, development strategies and critical dependencies. As the PPG states:

*“The Local Plan should make clear, for at least the first 5 years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. [...] For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain “<sup>1</sup>*

Guidance also states that the deliverability of infrastructure is an important consideration, to ensure that the Local Plan provides alternative strategies to provide critical infrastructure. The provision of infrastructure must also not affect the viability of development coming forward. In addition, consideration of the Community Infrastructure Levy must also be considered in terms of viability as well.

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<sup>1</sup> National Planning Practice Guidance (August 2018) – Local Plans (Paragraph 018 Reference ID: 12-018-20140306)

## 4 INFRASTRUCTURE FUNDING AND MECHANISMS

Where new infrastructure or infrastructure improvements are required as a result of new development, the planning system allows, through planning obligations, for developers to provide or appropriately contribute towards, the provision of this new or improved infrastructure.

Local planning authorities have options available when considering the funding of infrastructure:

- a) To secure planning obligations with the development through a legal Section 106 agreement;
- b) Using contributions collected through the Community Infrastructure Levy (CIL) to provide funding to deliver (where funding gaps are identified);
- c) Look to secure funding to deliver infrastructure through partnership working via third party sources (e.g. central Government programmes, Local Enterprise Partnerships, agencies and other public bodies)

### Section 106 Agreements

The application of planning obligations assist in mitigating the impacts of unacceptable development to make it more acceptable in planning terms. This can include the provision of affordable housing or providing specific infrastructure improvements for that development. This could include:

- The provision of physical infrastructure on site;
- The availability of land for the infrastructure to be developed; or
- The developer providing financial contributions to aid the delivery of infrastructure or contribute to the necessary infrastructure improvements.

Section 106 agreements are legal documents detailing the planning obligations agreed between the local planning authority and the developer, and any other third party that is required for the development to occur.

### Community Infrastructure Levy

The Community Infrastructure Levy (CIL) allows local authorities to set rates on specific types of development to raise capital for the purposes of delivering infrastructure for the area. The levy is set out in the local authority's Charging Schedule. The Charging Schedule sets out the rates for qualifying developments and how contributions are calculated. The Charging Schedule gives developers a clear understanding of what contributions are expected to fund infrastructure across the District.

CIL can only be used for infrastructure, and is expected to be raised on mainly residential developments in the District. The Government has placed automatic exemptions on particular types of development where the levy cannot be sought.

Under the Regulations, SDC is required to pass a percentage of CIL contributions to the relevant town or parish council where qualifying development has occurred:

- **15%** of CIL contributions should be passed to the relevant town or parish council where **there is no neighbourhood plan** in place; or
- **25%** of CIL contributions should be passed to the relevant town or parish council **where a neighbourhood plan is in place.**

In November 2014, SDC agreed that all parish and town councils within the District will receive 25% of CIL contributions collected, regardless of charging area and whether a neighbourhood plan is in place. This would be calculated against the top CIL charging rate (£125 per sq. m.), resulting in discretionary “top-up” payments made by SDC.

Where town and parish councils have received payments from SDC, they can spend their CIL funds on local infrastructure needs, which mitigate the impacts of development in the parish area. All remaining CIL contributions are allocated to local and strategic infrastructure projects across Sevenoaks District by SDC’s CIL Spending Board via an application process.

However, we still maintain the right as a Charging Authority to review and revise the Charging Schedule to reflect the need for infrastructure, without prejudicing the viability of development coming forward.

#### Other Sources (Third Party Organisations and Agencies)

While developers and local authorities work to deliver a development scheme, local authorities also work with a number of public bodies, organisations and agencies to help secure funding for the delivery of infrastructure. Organisations could include:

- Central Government departments (e.g. Department for Health, Department for Education, Department for Transport, Ministry for Housing, Communities and Local Government)
- NHS Trusts and Clinical Commissioning Groups
- Skills and Funding Education Agency
- Environment Agency
- Kent County Council
- Homes England

The NPPF places great weight on the Duty to Cooperate between the local authority and other organisations that are integral to the plan-making process.

## 5 Summary of Infrastructure Requirements

Currently in progress and will be made available for the Pre-submission Local Plan (Regulation 19) consultation.

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## 6 Infrastructure Costs

Currently in progress and will be made available for the Pre-submission Local Plan (Regulation 19) consultation.

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## Appendix A – Schedule of Infrastructure Requirements

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