



SEVENOAKS DISTRICT

INFRASTRUCTURE DELIVERY PLAN

MARCH 2019



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ABBREVIATIONS & ACRONYMS

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

EXECUTIVE SUMMARY

The Sevenoaks District Infrastructure Delivery Plan (IDP) is an evidence base document that supports the Local Plan and its objectives. The IDP provides a summary of the infrastructure required for the District, according to the level of development proposed to meet the District's needs for housing, employment and retail.

The term "infrastructure" is broadly defined to include highways, flood defences, educational facilities, health and social care facilities, community facilities, green blue infrastructure etc. It is expected that where new infrastructure provision or where improvements to existing infrastructure is required, it would be funded through developer contributions (Section 106 Agreements and the Community Infrastructure Levy).

Sevenoaks District Council has been a CIL charging authority since February 2014 and has been charging on qualifying developments since August 2014. The Regulation 123 List adopted in November 2014, sets out the types of infrastructure that CIL could fund. It is the expectation of the Council that CIL will fund the infrastructure required across the District and will only use Section 106 agreements for site specific needs and where strategic sites in the Local Plan are being proposed.

A number of infrastructure providers and delivery partners have been engaged in producing the IDP through extensive consultation and Duty to Co-operate discussions to create the IDP and should be used to demonstrate the types and levels of infrastructure, which may be required to meet any deficiencies in the District.

The IDP will be treated as a "live" document as infrastructure planning is an iterative process and will be reviewed regularly. Additional infrastructure not mentioned in this IDP might be required in order to enable a development as a result to potential changes to plans/strategies or priorities provided by infrastructure providers.

What this document DOES...

- Sets out the known infrastructure deficiencies and needs of the District, and identifies where improvements are required.
- It is an evidence base document for the Local Plan identifying any infrastructure priorities
- It is a live document which 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.

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 and will be reviewed regularly, which will be updated when further information is made available to the Council. 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 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 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 DEFINING 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
Transport	Road networks Rail networks Bus services Cycling and walking routes Public Rights of Way (PROWs) Car parking facilities (including electric vehicle charging points)
Flood defences	Flood defences and water quality schemes – Blue Green Infrastructure can also provide solutions to mitigate any effects.
Water quality	
Education	Pre-school and nursery schools Primary education Secondary education Post 18 / higher education Adult education Special educational needs
Health and social care facilities	GP surgeries Dental services

	<p>Hospitals and community trusts</p> <p>Mental health services</p> <p>Adult social care services</p> <p>Children’s social services</p>
Police and emergency services facilities	Schemes involving physical infrastructure for the police, fire and rescue services, and ambulance services.
Community facilities	<p>Places of worship</p> <p>Sport venues</p> <p>Playing pitches</p> <p>Meeting places</p> <p>Libraries</p> <p>Cultural buildings</p>
Communications (including broadband)	<p>Telecommunications</p> <p>High speed broadband</p>
Blue Green Infrastructure	<p>Natural / semi-natural open space</p> <p>Parks / country parks</p> <p>Local Wildlife Sites</p> <p>Local Nature Reserves</p>

3 INFRASTRUCTURE PLANNING CONTEXT

National 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 consider additional provision for 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. The NPPF also highlights the role of developer contributions play in supporting the delivery of infrastructure. Local Plans should set out from the outset the contributions which are expected to come forward from development while not undermining the delivery of the Plan (NPPF paragraph 34)¹.

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:

“At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”²*

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, including the considering the impact of the Community Infrastructure Levy.

Yet it must be recognised that as a CIL charging authority, SDC does not receive many developer contributions to bring forward necessary infrastructure improvements to meet the demands of development across the District. Therefore it is the firm expectation of the Council that CIL will be used to help provide funding to meet the infrastructure needs of the

¹ National Planning Policy Framework 2019

² National Planning Practice Guidance (March 2019) – Plan Making (Paragraph 59 Reference ID: 61-059-20190315)

District, while considering the appropriate use of Section 106 to deliver site specific improvements and bring forward infrastructure on strategic sites proposed in the Local Plan (see Chapter 5). This approach between CIL and Section 106 agreements is consistent with the Council's Regulation 123 List.

Local Planning Context

The Local Plan sets out the strategic priorities of Sevenoaks District, and considers a number of non-strategic policies to manage development, as well as influence the provision of infrastructure to meet both the existing community and the new development. The IDP forms part of the evidence base to support the Local Plan and outlines the infrastructure requirements to mitigate the impacts of development, whether that is the provision of new infrastructure or upgrading the existing facilities. This can be dealt with at a strategic level, while seeking specific improvements through design guidance on particular development sites allocated in the overall Local Plan.

Preparation of the IDP

National guidance stresses the importance of engaging with infrastructure partners early in the Local Plan process, so local authorities can understand their future development and investment plans for an area during the course of the plan period. By engaging early, local authorities can also understand the existing deficiencies in infrastructure in relation to the development site allocations proposed in the Plan.

In October 2015, a revised Infrastructure Delivery Plan was produced by Sevenoaks District Council to monitor infrastructure delivery against the Core Strategy as well as considering any deficiencies in infrastructure across the District. Infrastructure providers submitted responses based on the District's housing requirements in the Core Strategy (3,300 units) up to 2026.

However, the District's housing needs have increased significantly. Our Strategic Housing Market Assessment (SHMA) published in late 2015, suggested that 12,400 homes (620 units per annum) were required over the new plan period. This has been since superseded by the revised NPPF and the Government's standardised methodology for calculating housing need (February 2019) which has increased the District's housing need to 13,960 homes (698 units per annum) over the new plan period.

Therefore, a revision to the Infrastructure Delivery Plan was essential to form part of the Local Plan evidence base to reflect the revised housing needs of the District. It is also important to identify any potential deficiencies in local infrastructure, and any potential costings that might be associated to its delivery.

Process of Engagement

Throughout the preparation of the Local Plan, we have consulted widely and engaged with a number of infrastructure providers and delivery partners including (but not limited to):

- Kent County Council (including Public Health, Economic Development, Highways, Education, Planning, Waste and Minerals, Public Rights of Way etc.)
- Highways England
- Network Rail
- Bromley / Dartford, Gravesham & Swanley / West Kent Clinical Commissioning Groups
- Transport for London
- Greater London Authority
- Environment Agency
- Natural England
- Historic England
- Education & Skills Funding Agency
- Kent Police and Kent Fire & Rescue
- National Grid
- UK Power Networks
- South East Water
- Southern Water
- Thames Water
- Arriva Buses
- Go-Coach Buses
- Southeastern Railway
- Govia Thameslink Railway

Infrastructure providers and delivery partners were contacted on 16th July 2018 following the publication of the Draft Local Plan; a second Regulation 18 consultation which detailed the potential development sites that could be taken forward with the District's housing need figure. A further letter was sent to infrastructure and service providers on 1st August 2018, asking them for further information on any potential infrastructure improvements, which would be required to meet the needs of future development in the District. This could be site-specific or District-wide improvements. Any responses received as part of the Draft Local Plan consultation were included as considerations for the Infrastructure Delivery Plan.

The responses were assessed and categorised to produce the full Infrastructure Schedule to support the development of the Local Plan. The categorisation of infrastructure was based on the type of infrastructure (outlined in Section 2), before considering how the infrastructure would be delivered over the course of the Plan period.

- *Timescale – infrastructure providers giving a estimate to when a infrastructure project would be delivered over the Plan period:*

- 1-5 years (expected to be delivered between 2015-2020)
 - 6-10 years (expected to be delivered between 2021-2025)
 - 11-15 years (expected to be delivered between 2026-2030)
 - 16-20 years (expected to be delivered between 2031-2035)
- *Priority – infrastructure providers giving an indication on how likely the infrastructure project would be delivered to support development.*
 - *Critical – the infrastructure project would have to be delivered prior to any development in order to support it*
 - *High – the infrastructure project would have to be delivered in tandem with the development in order to support it*
 - *Medium - the infrastructure project would support the delivery of development but there no plans to bring it forward in the immediate future (1 – 10 years)*
 - *Low - the infrastructure project would support the delivery of development but there no plans to bring it forward within the Plan period.*
 - *Risk to Delivery – while infrastructure providers may have the statutory right to carry out the infrastructure project, there could be a potential risk to delivering it. This could include landownership issues, uncertainty over funding streams and other factors.*
 - *High – based on the information submitted, it is highly unlikely that the infrastructure project will be delivered within the Plan period due to the uncertainty of funding / landownership issues etc.*
 - *Medium – based on the information submitted there is a possibility that the infrastructure project may be delivered by the provider.*
 - *Low – it is highly likely that the infrastructure project will be delivered within the Plan period as there are little or no issues with funding or landownership*
 - *Funding Position – a summary of how the infrastructure would be funded. The statement also includes whether any funding has been secured or sought through capital investment.*

A summary of the responses received can be found in Chapter 6. The full infrastructure schedule can be found in Appendix A of this evidence paper.

4 INFRASTRUCTURE FUNDING AND MECHANISMS

Where new infrastructure or infrastructure improvements are required, from the 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 a number of options available to them when considering the funding of infrastructure. In the context of the Sevenoaks District, the following approach to funding and delivering infrastructure is as follows:

- 1) Using contributions collected through CIL to provide funding to deliver the necessary infrastructure (where funding gaps are identified);
- 2) To secure site-specific improvements (including strategic sites infrastructure) through a Section 106 agreement where justified;
- 3) 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)

Using CIL Contributions

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.

It must be noted that there is a clear expectation that CIL will be used to provide infrastructure as SDC does not receive many developer contributions through Section 106 agreements. The IPD and the Council's Regulation 123 List will inform the types of infrastructure that can be delivered through CIL contributions. For the purpose of clarity, SDC is aware that CIL will not be able to fully fund all infrastructure requirements across the District.

Under the CIL Regulations, the District Council is required to pass a percentage of CIL contributions collected in the parish to the relevant town or parish council where qualifying development has occurred. The proportion of how much is passed to the relevant town/parish council is dependent on whether the town or parish council has a neighbourhood plan in place.

However, in November 2014, the Council agreed that all town and parish councils within the District will receive 25% of contributions collected in their parish area, 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 being made by the Council. Further information on the total value of CIL collected by the Council and the total values of contributions being passed to Town and Parish Councils can be found on our website (www.sevenoaks.gov.uk/cil).

Where town and parish councils have received payments from SDC, they can spend their proportion of CIL on local infrastructure needs, which would mitigate the impacts of development in the parish area.

The remaining proportion of CIL is allocated to local and strategic infrastructure projects across Sevenoaks District. This is administered by the Council’s CIL Spending Board. Infrastructure providers, town and parish councils or interested third parties are invited to bid for “top up” funding to deliver the infrastructure project. This is conducted through an application bidding process where applicants must provide:

- The need for the scheme being proposed;
- Information that the project demonstrated clear social, economic and environmental benefits;
- Whether any match funding has been secured to deliver the proposal;
- Whether planning permission is required to deliver the project or whether the applicant has permitted development rights to carry out the project;
- Whether the project will be delivered by multiple organisations; and
- Whether the project has support from the local community.

However, it is important to note that we still maintain the right as a Charging Authority to review and revise the Charging Schedule and CIL Governance procedures to reflect the need for infrastructure in District, without prejudicing the viability of development coming forward.

Planning Obligations and 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. Third parties could include:

- Clinical Commissioning Groups
- Local Education Authority
- Local Highway Authority
- Highways England (in relation to the Strategic Road Network)
- Lead Local Flood Authority or the Environment Agency
- Emergency services (Police and Fire & Rescue)

As it is expected that CIL will aid the delivery of infrastructure across the District, the Council will only use Section 106 agreements to bring forward any site specific improvements where required. Section 106 agreements will also be used to deliver infrastructure on strategic sites allocated in the Local Plan (see Chapter 5). This approach is broadly consistent with the Council's Regulation 123 List on how infrastructure will be delivered.

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 etc.

It is likely that should funding come forward to deliver these projects it may come forward as part of the provider's Capital Forward Programme and/or Asset Management Plan. These documents highlight the delivery of new infrastructure or maintenance/improvements to existing infrastructure provision, how it will be delivered, the potential funding gaps (where applicable) and the timeframes for delivery.

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 to ensure that local and cross-boundary infrastructure issues are addressed adequately. Where funding and support is sought from third party organisations, the delivery of necessary infrastructure is dependent on a national or regional bidding process where a number of criterion may be considered against the need for the infrastructure proposed. This is usually reserved for "stalled" development sites (i.e. sites that are unable to progress unless the necessary infrastructure is provided) or Nationally Significant Infrastructure Projects (NSIPs) (such as the Lower Thames Crossing for example).

5 POTENTIAL DEVELOPMENTS IN THE LOCAL PLAN – STRATEGIC SITES IN THE GREEN BELT

As set out in the Introduction section to this document, we have consulted widely on defining the preferred development strategy for the Local Plan mainly:

- Focusing growth in existing settlements, including at higher densities;
- Redevelopment of previously developed 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.

We have been clear throughout the plan-making process that, should development be allocated in the Local Plan on green field Green Belt land, we expect that infrastructure improvements should provide a wider community benefit to meet a defined existing need and not just be confined to the proposed development.

During the Local Plan process, a number of green field Green Belt sites have been submitted to the Council. Overall, twelve strategic sites were consulted on as part of our Draft Local Plan (Regulation 18) consultation during Summer 2018 given the constrained nature of the District (93% Green Belt and 60% Area of Outstanding Natural Beauty).

For the Regulation 19 Proposed Submission Version of the Local Plan, the following strategic sites in the Green Belt have been proposed for allocation:

- Sevenoaks Quarry, Sevenoaks;
- Land at Skinners Land, Edenbridge (formally identified as Land South and East of Four Elms Road, Edenbridge);
- Pedham Place, Swanley (as a Broad Location for Growth)

Despite Pedham Place being located in strongly performing Green Belt, it has been considered that the scheme could have the potential to deliver a comprehensive infrastructure offer, which could assist in the regeneration of Swanley. Whilst the proposed development site have the potential to perform against sustainability objectives, further information is required. Therefore it has been recommended to identify the location as a “broad location for growth”, rather than formally designating it as a development site allocation in this current Local Plan. The site will be reviewed as part of any future Local Plan review.

A summary of the infrastructure offer for the three strategic sites in the Green Belt for potential allocation has been provided. The table also includes the site at Fort Halstead, Halstead as it is a significant mixed-use allocation within the Local Plan. It should be noted that the infrastructure proposed is likely to be secured through S106 agreements, as the on-site delivery is a key part of the rationale for the development of these sites:

Site Name	No. of Units Proposed	Site Area (Ha)	Social & Community Infrastructure Proposed by the promoter
Sevenoaks Quarry	600	94.0	<ul style="list-style-type: none"> • New Leisure Lake/centre for water sports • Mixed use lake-side facilities • Lake-side park and associated open green space for leisure, drainage and nature • New pedestrian and cycle connections within and beyond the site • Improved linkages to improved community infrastructure around Bat and Ball station and employment opportunities on the Vestry estate (as part of the Sevenoaks Northern Masterplan) • Contributions towards education and health facilities
Pedham Place, Swanley	2,500	117.6	<ul style="list-style-type: none"> • New homes including affordable homes and accessible homes for the vulnerable and elderly • A new leisure centre • Revitalised golf course, all-weather sports pitches and other indoor and outdoor leisure facilities • Employment space including village shops and amenities, purpose built office space and a hotel • Village Green and local centre with greenspace, healthcare provision and community use buildings • Junior school, nursery and all-ages special needs (PSCN) school • Green infrastructure/public access open space • Positive enhancement of the wider natural landscape
Land South and East of Four Elms Road, Edenbridge	515	27.2	<ul style="list-style-type: none"> • Land for medical services (a new combined GP surgery and hospital) • Land for education use (a new secondary school) • Public open space (including allotments and provision of a linear greenway)

			<ul style="list-style-type: none"> • Land and funding for new roundabout junction and internal spine road to the school and medical services sites
Fort Halstead, Halstead	300 (plus 450 with planning permission)	62.5	<ul style="list-style-type: none"> • New primary school • On-site community facilities including village shop, café and space for a satellite GP surgery • Formal and informal open space • Provision and enhancement of pedestrian, cycling and public transport infrastructure

6 SUMMARY OF INFRASTRUCTURE REQUIREMENTS

The following summary is provided on the evidence received by the Council, with a full schedule of infrastructure required over the Plan period in Appendix A. Either this information was provided during the IDP Call for Evidence exercise or representations submitted to previous Local Plan consultations:

- Regulation 18 Local Plan Issues & Options consultation (June 2017)
- Regulation 18 Draft Local Plan consultation (July 2018)
- Regulation 19 Proposed Submission Version of the Local Plan consultation (December 2018)

Representations made to the Local Plan consultations can be found on the Council's Planning Policy consultation portal (<http://planningconsult.sevenoaks.gov.uk/consult.ti/>)

We will continue to work with infrastructure providers and delivery partners throughout the plan-making process. We also commit to continuous engagement with partners to identify and deliver further infrastructure improvements as development comes forward during the lifespan of the plan and during any part of a future Local Plan review.

Infrastructure planning is an inherently uncertain process as infrastructure partners and providers plan to different timeframes to the plan period to be covered by the new Local Plan. Therefore, it has been difficult to ascertain beyond the next five years or to gain information the amount of infrastructure required to deliver the Local Plan. Information on the cost of infrastructure provision has been particularly difficult to gain.

This is the latest version of the IDP accounting for the potential growth in the new Local Plan, since the Core Strategy Infrastructure Delivery Schedule (February 2011). It is anticipated that this IDP will be updated on a regular basis, where further information is made available. This would reflect the changing nature and demands of infrastructure to support the delivery of development within the District. This may include:

- 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.

Transport

- **KCC Highways (Jan 2019)** - the local highways authority for Sevenoaks District. KCC Highways recognises the significant growth that is planned across the District, especially concerning the larger potential development sites. It has been commented on that a number of development sites proposed in the Local Plan will create accessibility, capacity issues on the local highway network and at key local junctions.

KCC Highways have identified that further work will be required before development sites are bought forward in the Local Plan. This includes further information from site promoters (i.e. Transport Assessments and modelling) before recommendations for highways improvements can be provided.

- **Transport for London (Jan 2019)** – responsible for cross-boundary bus services and manage the Transport for London Road Network (TLRN). While there are no specific infrastructure improvements, TfL support future devolution of rail services, while looking for financial contributions for bus and rail services from developments located close to the Greater London boundary.
- **Highways England (Jan 2019)** – responsible of managing and operating the Strategic Road Network (i.e. the Trunk Road and Motorway Network in England). It was noted in the response that improvements to M23 Junctions 3-5, M20 Junctions 1-3 and the A21 (from M25 to A225 junction) would need to be considered if development were to go ahead.
- **Network Rail (Sept 2018)** – the statutory organisation that maintains and upgrades the physical railway infrastructure. Network Rail recognise the scale of development proposed in the Local Plan and the impact that it might have on current railway infrastructure (i.e. requirements for new infrastructure, station improvements and increasing capacity through better rolling stock). Network Rail also noted that the Department for Transport will be announcing the winner of the new South Eastern rail franchise in late 2018. Further rail capacity improvements are also likely to come through the new franchisee.

Flooding and water quality

- **Environment Agency (Jan 2019)** – statutory body that has responsibility over managing the environment and flooding from main rivers, reservoirs and estuaries. A number of projects have been identified over the new Plan period including increasing floodplain storage, remedial works to flood relief channels and scoping for the construction of floodwalls in key locations to protect residents and businesses.

Education

- **KCC Education (Jan 2019)** – the local education authority for Sevenoaks District. KCC Education recognises the significant growth that is planned across the District, especially with regards to the larger potential development sites. A number of new schools (both primary and secondary education) would be required, as well as a number of expansions to existing schools over the new Plan period.
- **KCC Community Learning & Skills Services (Jan 2019)** - while there are no specific projects identified to meet the potential demand from proposed development in the Local Plan, it would expect funding to meet the demands.

Health and social care

- **West Kent Clinical Commissioning Group (Sept 2018)** – the body which has delegated co-commissioning responsibilities with general practices and takes a strategic role in planning for medical services across the south of the District. WKCCG recognise the pressures that increased development will bring to their 7 GP practices in the District. Further work is being carried out to assess the impacts of the proposed development sites in the Draft Local Plan.
- **Dartford, Gravesham and Swanley Clinical Commissioning Group (Jan 2019)** - the body which has delegated co-commissioning responsibilities for general practices and takes a strategic role in planning for medical services across the north of the District. DGS CCG is looking to expand medical/health services to address the pressure that increased development will create for their 7 GP practices in the North District. Particularly they are wanting to create of a “health and wellbeing centre” in Swanley and further expand existing GP facilities where required. Further details to be provided once available.
- **Bromley Clinical Commissioning Group (Sept 2018)** – while the Bromley CCG area does not fall within the boundaries of Sevenoaks District, the organisation recognises that a number of potential development sites proposed in the Draft Local Plan would influence a number of Bromley GP practices. Further information might become available as the Local Plan advances.
- **KCC Social Care Services (Jan 2019)** – while there are no specific projects identified to meet the potential demand from proposed development in the Local Plan, it would expect funding to meet the demands.

Police and emergency services

No infrastructure proposals or comments have been provided to date from the appropriate infrastructure providers

Community infrastructure

- **KCC Libraries (Jan 2019)** - while there are no specific projects identified to meet the potential demand from proposed development in the Draft Local Plan, it would expect funding to meet the demands.
- **KCC Youth Services (Jan 2019)** - while there are no specific projects identified to meet the potential demand from proposed development in the Draft Local Plan, it would expect funding to to meet the demands.

Communications (including broadband)

No infrastructure proposals or comments have been provided to date from the appropriate infrastructure providers

Blue green infrastructure

No infrastructure proposals or comments have been provided to date from the appropriate infrastructure providers

Other (including utilities)

- **National Grid (Sept 2018)** – operates the high voltage electricity transmission system in England and Wales, as well as the gas transmission system. No infrastructure improvements were indicated.
- **UK Power Networks (Sept 2018)** – a distribution network operator for electricity covering South East England, the East of England and London. The organisation states that there are no infrastructure improvements required for the District.
- **Historic England (Jan 2019)** – statutory body for the historic environment in England. It was noted that no infrastructure requirements are necessary but support the Infrastructure Delivery Plan. Where infrastructure improvements are necessary in historic environments, appropriate assessments are required before works are carried out.
- **Southern Water (Jan 2019)** – statutory wastewater undertaker for the south of the District. Indicated that some additional investment into the wastewater network in Edenbridge would be required following the inclusion of a strategic site in Edenbridge being included in the Local Plan.
- **South East Water (Sept 2018)** – submitted comments through the Local Plan consultations. Published their Draft Water Resources Management Plan in May 2018, which looks at water resources up to 2080. It is noted that little infrastructure will be required as projected housing growth in the District falls broadly within their projected growth forecasts.
- **Thames Water (Jan 2019)** - a water provider to the north of the District. Thames Waters recognise the development ambitions that the Local Plan is seeking to address but has suggested that little infrastructure would be required as the projected housing growth in the District falls broadly within their projected growth forecasts.

It has been demonstrated that a number of infrastructure improvement will be required over the course of the plan period to facilitate development. Furthermore, it is clear there are no large-scale infrastructure requirements which would inhibit development coming forward or be required to unlock development in the Local Plan.

Due to the limited scale of development proposed in the Local Plan, there are no requirements for large scale infrastructure developments or Nationally Significant Infrastructure Projects for this Local Plan. However, large scale infrastructure developments may be required if the infrastructure needs of the District change. The IDP will be under continual review to reflect the needs and infrastructure requirements over the plan period.

7 INFRASTRUCTURE COSTS AND NEXT STEPS

Throughout the process, it was expected that infrastructure providers would be able to provide indicative costs for schemes where known. Appendix A sets out the information that we have received to determine the levels of funding required, as well as how the scheme would be funded.

As a CIL charging authority, SDC does not receive many developer contributions to bring forward necessary infrastructure improvements to meet the demands of development across the District. To reiterate, the Council's strategy for funding and delivery infrastructure is as follows:

- 1) Using contributions collected through CIL to provide funding to deliver the necessary infrastructure (where funding gaps are identified);
- 2) To secure site-specific improvements (including strategic sites infrastructure) through a Section 106 agreement where justified;
- 3) 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)

This exercise has demonstrated that there are requirements to upgrade, improve or provide new infrastructure over the Plan period to meet the development needs of Sevenoaks District. The exercise also shows that the delivery of development proposed in the Local Plan would not be undermined, as there are no "showstoppers" with infrastructure delivery.

There are clear links between the strategic sites and the infrastructure suggested to meet a localised need, as demonstrated by the three strategic sites that are proposed to be allocated in the Local Plan:

Site Name	No. of Units Proposed	Key Social & Community Infrastructure Proposed by the promoter
Sevenoaks Quarry	600	Leisure lake, recreation uses and leisure
Pedham Place, Swanley	2500	Leisure centre, local centre, primary and secondary schools and a special needs (PSCN) school
Land South and East of Four Elms Road, Edenbridge	515	Integrated hospital and GP facility, secondary school and improved access to Edenbridge Town station
Fort Halstead, Halstead	300 (plus 450 with planning permission)	New primary school, on-site community facilities including village shop, café and space for a satellite GP surgery, open space, provision and enhancement of pedestrian, cycling and public transport infrastructure

The IDP will play a significant role in how infrastructure will be delivered and the funding mechanisms to support its delivery. Overall, this IDP will help in determining the developer contributions required, as well as providing a rolling evidence base to establish the underlying infrastructure needs of the District.

However, this means that the delivery of an infrastructure scheme could benefit from a variety of funding sources in the future should one source not be sufficient. This could include the pooling of funding from a number of schemes or sources to fund strategic infrastructure improvements, as appropriate. We will continue to engage with infrastructure providers to ensure that costs are considered and reviewed when determining funding through developer contributions.

The Sevenoaks IDP forms one part of the overall evidence base to support the emerging Local Plan. As the delivery of infrastructure is dependent on the delivery of housing, it is essential to ensure that the IDP is kept up to date and reviewed regularly when new information becomes available.

Appendix A – Schedule of Infrastructure Requirements

The following schedule is a result of information that is currently available. The schedule will be updated accordingly where new information is provided or there is an update to the existing scheme. The criteria used to determine the priority, timescale, risk to delivery and funding position can be found in Section 3 “Infrastructure Planning Context”.

Infrastructure Type	Project Title	Project Justification	Priority	Timescale	Delivery Body	Risk to Delivery	Estimated Associated Costs (if known)	Funding Mechanism
Community Facilities (CF)								
CF	New Library Provision at Pedham Place	The development at Pedham Place would justify new on-site provision through the delivery of health and community facilities. This could be achieved by direct provision by the developer or through a contribution of around £1.1m (total) for KCC to provide the requisite facilities. This includes Community Learning and Skills, Youth Services and Families & Social Care.	Low	16-20 years	KCC Libraries	Medium	Unknown	Site-specific Section 106 or Community Infrastructure Levy.
CF	Enhancement of Swanley Library	The additional demand could be accommodated through the enhancement of facilities at Swanley Library and the provision of additional Book stock.	Medium	16-20 years	KCC Libraries	Medium	£214,800	Community Infrastructure Levy and other funding sources.
CF	New Library Provision in the Halstead/ Knockholt area	The nearest existing library is Riverhead, but this would be incapable of meeting the expected demand from this development. Funding could be used to enhance facilities and book stock at Sevenoaks Library, but this is some distance from the proposed development. Alternatively, it may be possible that additional provision could be made	Low	11-15 years	KCC Libraries	Medium	£106,900	Community Infrastructure Levy and other funding sources.

		through the delivery of community facilities on-site.						
CF	Enhancements of Libraries in Sevenoaks area	The nearest libraries are Riverhead and Seal. On their own, these libraries may not be capable of meeting the expected demand from development. Whilst some enhancement of facilities and book stock might be possible at Riverhead and Seal libraries, the alternative would be to enhance the facilities and book stock at Sevenoaks Library.	Medium	11-15 years	KCC Libraries	Medium	£264,000	Community Infrastructure Levy and other funding sources.
CF	Enhancement of Edenbridge Library	Facilities and book stock at Edenbridge Library could be delivered to meet the demand generated by development.	Medium	11-15 years	KCC Libraries	Medium	£85,500	Community Infrastructure Levy and other funding sources.
CF	Enhancements of libraries in the New Ash Green/Hartley area	Facilities and book stock at New Ash Green and Hartley libraries could be delivered to meet the demand generated by development.	Medium	11-15 years	KCC Libraries	Medium	£33,000	Community Infrastructure Levy and other funding sources.
CF	Provision of New Youth Service Facilities - Pedham Place	The development at Pedham Place would justify new on-site provision through the delivery of health and community facilities. This could be achieved by direct provision by the developer or through a contribution of around £1.1m (total) for KCC to provide the requisite facilities. This includes Library Services, Community Learning & Skills and Families & Social Care.	Low	16-20 years	KCC Youth Services	Medium	Unknown	Community Infrastructure Levy and other funding sources.
CF	Youth Services - Swanley/Hextable area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Youth Services	Medium	£51,600	Community Infrastructure Levy and other funding sources.

CF	Youth Services - Hartley/New Ash Green area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Youth Services	Medium	£7,500	Community Infrastructure Levy and other funding sources.
CF	Youth Service Provision - Halstead/ Knockholt area	Provision of new facilities on site through any community facilities that are delivered, or as stand-alone building located centrally to the development.	Low	16-20 years	KCC Youth Services	Medium	£18,500	Community Infrastructure Levy and other funding sources.
CF	Youth Service Facilities - Sevenoaks area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Youth Services	Medium	£72,000	Community Infrastructure Levy and other funding sources.
CF	Youth Service Facilities - Edenbridge area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Youth Services	Medium	£17,700	Community Infrastructure Levy and other funding sources.
Education (E)								
E	Primary Education - Edenbridge	Number of dwellings proposed in Edenbridge planning area is 442, resulting in a generated demand of up to 118 pupils. The Commissioning Plan for Education in Kent 2018-22 currently shows that the requirement for up to 0.6 FE additional provision to meet the demand generated by this planned development could be accommodated within the Sevenoaks Rural South West planning group for primary schools.	Medium	11-15 years	KCC Education	Medium	Unknown	Community Infrastructure Levy and other funding sources.

E	Primary Education - New Ash Green/Hartley	Up to 164 new dwellings in the Hartley/Fawkham/New Ash Green, area would generate up to 46 primary pupils. The Commissioning Plan for Education in Kent 2018-22 currently shows that the requirement for up to 0.2 FE additional provision to meet the demand generated by this planned development could be accommodated within the West Kingsdown, Hartley & New Ash Green planning group for primary schools.	Low	16-20 years	KCC Education	Medium	Unknown	Community Infrastructure Levy and other funding sources.
	Primary Education - Sevenoaks Urban Area	Up to 1,287 new dwellings would generate up to 360 primary pupils. Requirement for up to 1.7FE additional provision to meet the demand generated by planned development. Suggestion that a new primary school could be provided within any future development of the Sevenoaks Quarry site (ST2-13)	Medium	11-15 years	KCC Education	Medium	Unknown	Community Infrastructure Levy and other funding sources.
E	Primary Education - Swanley/Hextable	Up to 1,021 new dwellings would generate up to 286 primary pupils. Requirement for up to 1.4FE additional provision to meet the demand generated by planned development. Development in the Swanley & Hextable area has the potential to impact on both primary and secondary schools within the Dartford area. There are 3 primary and 3 secondary schools within the Wilmington and Joydens Wood areas closest to Swanley and Hextable whilst slightly further afield there are an additional 6 primary and 3 secondary schools.	Medium	11-15 years	KCC Education	Medium	Unknown	Community Infrastructure Levy and other funding sources.

E	Primary Education - Pedham Place (Broad location for growth)	Number of dwellings proposed at Pedham Place is 2500 units, resulting in a generated demand of up to 700 pupils. The development would require the provision of up to 3.3FE. It is also of a sufficient scale and size to be capable of on-site provision of 2 new 2FE schools which could some of the demand generated by allocated development within the Swanley & Hextable Area.	Low	16-20 years	KCC Education	Medium	Unknown	Site-specific Section 106 or Community Infrastructure Levy.
E	Primary Education - Halstead / Knockholt area	Up to 563 new dwellings would generate 158 primary pupils. The Commissioning Plan for Education in Kent 2018-22 currently shows that there is some spare capacity within the Halstead & Knockholt planning group for primary schools. However, the requirement for up to 0.75 FE additional provision to meet the demand generated by this planned development would, in conjunction with the consented development for DRA Fort Halstead, would exceed this capacity requiring up 1.5FE new provision within the area.	Low	16-20 years	KCC Education	Medium	Unknown	Community Infrastructure Levy and other funding sources.
E	Secondary Education - Sevenoaks Urban Area	Up to 563 new dwellings would generate up to 257 secondary pupils. Requirement for up to 1.7FE additional provision to meet the demand generated by planned development. Existing secondary schools would reach over capacity during the Plan Period requiring new provision to accommodate demand from planned development.	Medium	16-20 years	KCC Education	Medium	Unknown	Site-specific Section 106 or Community Infrastructure Levy.

E	Secondary Education - Pedham Place (Broad location for growth)	<p>Number of dwellings proposed at Pedham Place is 2500 units, resulting in a generated demand of up to 500 pupils. The development would require the provision of up to 3.3FE and justify the provision of a new 4FE school. However, It is of a sufficient scale and size to be capable of delivering a 6FE school on-site provision that would provide additional capacity to accommodate demand from allocated development across the wider North Sevenoaks area.</p>	Low	16-20 years	KCC Education	Medium	Unknown	Site-specific Section 106 or Community Infrastructure Levy.
E	Secondary Education - Edenbridge	<p>Number of dwellings proposed in Edenbridge planning area is 442, resulting in a generated demand of up to 84 pupils. Requirement for up to 0.6FE additional provision to meet the demand generated by planned development. Existing secondary schools would reach over capacity during the Plan Period requiring new provision to accommodate demand from planned development.</p>	Medium	16-20 years	KCC Education	Medium	Unknown	Site-specific Section 106 or Community Infrastructure Levy.
E	Secondary Education - Swanley/Hextable	<p>Up to 1,021 new dwellings would generate up to 204 secondary pupils. Requirement for up to 1.4FE additional provision to meet the demand generated by planned development. Existing secondary schools would reach over capacity during the Plan Period requiring new provision to accommodate demand from planned development.</p> <p>Development in the Swanley & Hextable area has the potential to impact on both primary and secondary schools within the Dartford area. There are 3 primary and 3 secondary schools within the Wilmington and Joydens</p>	Medium	16-20 years	KCC Education	Medium	Unknown	Community Infrastructure Levy and other funding sources.

		Wood areas closest to Swanley and Hextable whilst slightly further afield there are an additional 6 primary and 3 secondary schools.						
E	Secondary Education – New Ash Green/Hartley	Up to 164 new dwellings would generate up to 33 secondary pupils. Requirement for up to 0.2FE additional provision to meet the demand generated by planned development. Existing secondary schools would reach over capacity during the Plan Period requiring new provision to accommodate demand from planned development.	Medium	16-20 years	16-20 years	KCC Education	Medium	Community Infrastructure Levy and other funding sources.
E	Secondary Education – Knockholt/Halstead	Up to 563 new dwellings would generate up to 113 secondary pupils. Requirement for up to 0.75FE additional provision to meet the demand generated by planned development along with a further 0.55FE to meet the demand generated by the consented development for DRA Fort Halstead. Existing secondary schools would reach over capacity during the Plan Period requiring new provision to accommodate demand from planned development.	Medium	16-20 years	16-20 years	KCC Education	Medium	Community Infrastructure Levy and other funding sources.
E	New Community Learning Facility at Pedham Place	The development at Pedham Place would justify new on-site provision through the delivery of health and community facilities. This could be achieved by direct provision by the developer or through a contribution of around £1.1m (total) for KCC to provide the requisite facilities. This includes Library Services, Youth Services and Families & Social Care.	Low	16-20 years	KCC Community Learning & Skills	Medium	Unknown	Site-specific Section 106 or Community Infrastructure Levy.

E	Community Learning Facilities - Hartley/New Ash Green area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Community Learning & Skills	Medium	£5,100	Community Infrastructure Levy and other funding sources.
E	Community Learning Facilities - Swanley/Hextable area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Community Learning & Skills	Medium	£32,500	Community Infrastructure Levy and other funding sources.
E	Community Learning Facility - Halstead/Knockholt area	Provision of new facilities on site through any community facilities that are delivered or as stand-alone building located centrally to the development.	Low	16-20 years	KCC Community Learning & Skills	Medium	£17,100	Community Infrastructure Levy and other funding sources.
E	Community Learning Facilities - Sevenoaks Urban Area	Enhancement of existing facilities to accommodate demand generated by development.	Medium	16-20 years	KCC Community Learning & Skills	Medium	£38,400	Community Infrastructure Levy and other funding sources.
E	Community Learning Facilities - Edenbridge	Enhancement of existing facilities to accommodate demand generated by development.	Medium	16-20 years	KCC Community Learning & Skills	Medium	£13,100	Community Infrastructure Levy and other funding sources.
Flooding (F)								
F	Upper Darent Flood Alleviation Scheme	The communities of Westerham, Brasted and Sundridge are all at risk of flooding from the River Darent. A suite of local, low cost interventions are the most cost effective way of reducing flood risk to these communities. Some works have already successfully been implemented in partnership with Kent County Council and local communities but further works are required to reduce the risk further.	High	6-10 years	Environment Agency	Low	£330,000	Granted CIL funding from the CIL spending Board to complete the scheme.

		Works proposed as part of the scheme include the following improvements: New channels and watercourses; Improved drainage; Enhanced flood embankments; and natural flood management measures at a number of locations						
F	Brasted Floodplain Storage	Investigation and modelling into increasing floodplain storage using low level floodplain embankments	Medium	Unknown	Environment Agency	Medium	Unknown	Community Infrastructure Levy and other funding sources.
F	Chipstead flood remedial works	Investigation into remedial works to the flood relief channel in Chipstead to revert to the original 'dry channel' design if this is shown to have a significant flood risk benefit.	Medium	Unknown	Environment Agency	Medium	Unknown	Community Infrastructure Levy and other funding sources.
F	Dunton Green/Riverhead Flood Protection Measures	Investigation of a flood wall in Dunton Green/River Head to protect businesses and the care home as well or property level protection of business units and care home.	Medium	Unknown	Environment Agency	Medium	Unknown	Community Infrastructure Levy and other funding sources.
F	Otford/Greatness Flood Protection Measures	Investigation of the feasibility of de-culverting the Watercress Stream. Additional work in investigating flood storage on the Watercress and Honeypot Streams.	Medium	Unknown	Environment Agency	Medium	Unknown	Community Infrastructure Levy and other funding sources.
F	Sevenoaks Flood Capacity Upgrade	Investigation of working with Kent Wildlife Trust to add storage to the West Lake in the Sevenoaks Wildlife Reserve	Medium	Unknown	Environment Agency	Medium	Unknown	Community Infrastructure Levy and other funding sources.
F	Eynsford Flood Defence Scheme	Investigation of a bypass channel at Old Mill Close in Eynsford	Medium	Unknown	Environment Agency	Medium	Unknown	Community Infrastructure Levy and other funding sources.

Health & Social Care (HSC)								
HSC	Family & Social Care - Pedham Place	The development at Pedham Place would justify new on-site provision through the delivery of health and community facilities. This could be achieved by direct provision by the developer or through a contribution of around £1.1m (total) for KCC to provide the requisite facilities. This includes Library Services, Youth Services and Community Learning & Skills	Low	16-20 years	KCC Social Care	Medium	Unknown	Site-specific Section 106 or Community Infrastructure Levy.
HSC	Family & Social Care – Swanley /Hextable area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Social Care	Medium	£81,800	Community Infrastructure Levy and other funding sources.
HSC	Family & Social Care - Hartley/ New Ash Green area	Enhancement of existing facilities to accommodate demand generated by development.	Low	16-20 years	KCC Social Care	Medium	£14,200	Community Infrastructure Levy and other funding sources.
HSC	Family & Social Care – Halstead /Knockholt area	Provision of new facilities on site in conjunction with any GP practice or Health Clinic delivered and utilising any multi-agency space provided as part of any new Primary Schools	Low	16-20 years	KCC Social Care	Medium	£48,700	Community Infrastructure Levy and other funding sources.
HSC	Family & Social Care – Sevenoaks Urban Area	Enhancement of existing facilities to accommodate demand generated by development	Low	16-20 years	KCC Social Care	Medium	£93,300	Community Infrastructure Levy and other funding sources.
HSC	Family & Social Care - Edenbridge area	Enhancement of existing facilities to accommodate demand generated by development	Low	16-20 years	KCC Social Care	Medium	£32,400	Community Infrastructure Levy and other

									funding sources.
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<p>HSC</p>	<p>Northern Sevenoaks Health Services – Swanley, Hextable, Farningham, New Ash Green, Hartley, Fawkham, South Darenth</p>	<p>Overall there is a slight reduction in the total number of homes for our area in this plan (from 4,220 to 4,017 homes), however over the life time of the plan there will be 9,641 new population (based on 2.4 persons per dwelling). It is also noted that in years one to five, 979 Homes will be built equating to a population increase of 2,350. This will require an additional GP workforce of 5.4WTE (based on a GP to patient ratio of 1,800 patients) and in the next 5 years the 2,350 new population will require an additional 1.3WTE GP workforce. In terms of impact on General Practice, the significant difference in this plan is an increase of 471 homes in the Swanley area. This area will see an increase of 3,516 homes and therefore 8,438 new population over the life of the local plan. It is noted that only 722 homes (equating to 1,733 new population) will be built in the first five years. I have attached an updated table that identifies the proposed settlement sites linked to GP practices.</p> <p>However, it must be noted that the current GP medical facilities within the Swanley area and across the other main areas of Hextable, Farningham, New Ash Green, Hartley, Fawkham and South Darenth, do not have capacity to support the growth in the population expected. Therefore, if the public consultation and Council determine support for these proposed housing developments, the CCG would only be able to support delivery of associated increases to healthcare services if sufficient CIL funding is provided to deliver the additional capacity required in these areas.</p>	<p>High</p>	<p>6-10 years</p>	<p>Dartford, Gravesham & Swanley CCG</p>	<p>Medium</p>	<p>Unknown</p>	<p>Community Infrastructure Levy and other funding sources.</p>
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<p>HSC</p>	<p>Expansion of GP Practices in Sevenoaks Urban Area</p>	<p>The proposed development at the Sevenoaks Quarry site is in years 10-15 of the plan period. Whilst additional capacity will need to be created it is not possible at this stage to detail a specific project as specific impacts and needs will have to be assessed and planned for at the appropriate time in the plan period. The expected need will be for c 1400 patients arising from the 600 dwellings (based on average occupancy of 2.34).</p> <p>Please note that general practice premises plans will be kept under review and may be subject to change as the CCG must ensure appropriate general medical service capacity is available as part of our commissioning responsibilities.</p>	<p>High</p>	<p>11-15 years</p>	<p>West Kent Clinical Commissioning Group</p>	<p>Medium</p>	<p>Unknown</p>	<p>Community Infrastructure Levy and other funding sources.</p>
<p>HSC</p>	<p>Otford Health Services</p>	<p>Using average occupancy of 2.34 per dwelling, Otford Medical Practice would also take a large proportion of the growth To put this into context this would be an additional c.3260 new patient registrations during the plan period; an increase of 30.7% increase on the current registered patient list.</p> <p>There is an existing pressure on services and Otford Medical Practice have plans to reconfigure the main surgery at Otford (\$106 funding will be contributing to this work) and have developed plans to extend the branch surgery at Kemsing for which capital is currently being explored. A bid may be put forward through the next CIL bidding round to support this development. This will allow the workforce to be expanded and will go some</p>	<p>High</p>	<p>6-10 years</p>	<p>West Kent Clinical Commissioning Group</p>	<p>Medium</p>	<p>Unknown</p>	<p>Community Infrastructure Levy and other funding sources.</p>

		<p>way to supporting some of the future growth but will not support all of the growth outlined above; it is expected that at a point in the future a further extension to the Kensing surgery would be required. The critical aspect for Otford and any other premises development is that the infrastructure and workforce is in place prior to or in parallel to the new population registering for general practice services.</p>						
HSC	Edenbridge Health Services	<p>There is an existing need in Edenbridge and the combined hospital/ GP surgery project is progressing and is recognised as a requirement in the draft Local Plan. Using the average occupancy figure of 2.34 per dwelling the growth in Edenbridge is expected to be c. 3000 new patient registrations; the project would allow for the proposed growth arising from the local plan to be accommodated. To put this into context this is a 25% increase on the current registered patient list. The CCG, KCHFT and Edenbridge Medical Practice have indicated that developer contributions will be sought through CIL as a contribution towards the new infrastructure (plan to submit in next CIL round).</p> <p>Please note that general practice premises</p>	Critical	1-5 years	West Kent Clinical Commissioning Group / Kent Community Health NHS Foundation Trust (KCHFT)	Medium	£13.2 million	<p>Partial application for CIL funding has been secured from the District Council's CIL Spending Board in December 2018 (£600k). Further funding streams identified but currently unconfirmed.</p>

		plans will be kept under review and may be subject to change as the CCG must ensure appropriate general medical service capacity is available as part of our commissioning responsibilities.						
HSC	Westerham Health Services	Whilst the patient pressure indicator from the premises survey is 'high' there is not an existing need leading the general practice exploring options for new premises at this time. More detailed discussions would be required to develop detailed plans for a new practice. . Any new premises developments regardless of funding source, are required to be submitted for consideration through CCG governance due to the revenue implications.	Low	11-15 years	West Kent Clinical Commissioning Group	Medium	Unknown	Community Infrastructure Levy and other funding sources.
Highways & Transport (HT)								
HT	Swanley Transport Improvement Measures	Measures as identified in the Swanley Transport Study. To include localised widening, ghosted right turn lanes on London Road, where appropriate - to improve pedestrian and cycling accessibility and access congestion issues.	High	Unknown	KCC/Developer	Low	Unknown	Section S278/CIL
HT	Junction 3 M25 Swanley	Improvements required to address increased capacity and accessibility for pedestrians, cyclists and buses.	High	Unknown	Highways England/KCC/D eveloper	Medium	Unknown	Section 106/S278/CIL
HT	Crockenhill Lane / Wested Lane	Provision of bus route and emergency access between Pedham Place and Swanley	High	Unknown	KCC/Developer	Medium	Unknown	Section 278

HT	Improvements to bus services in and around Swanley	Increased sustainable transport and associated reduction in congestion.	High	Unknown	KCC/Developer /Bus Operator/CIL	Medium	Unknown	CIL/Section 106
HT	Swanley Station improvements	Bus terminal and parking improvements to improve access to train stations.	Medium	Unknown	Network Rail/KCC/Developer	High	Unknown	CIL/Section 106
HT	Improvements to junction of London Road B2173 with Hockenden Lane and Birchwood Road	Existing safety crash cluster site. Accommodation of additional movements.	High	Unknown	KCC/Developer	Low	Unknown	Section 106/CIL/S278
HT	Localised widening of roads south of New Ash Green and junction improvements of A20/South Ash Road	Existing roads are constrained in terms of width and forward visibility. Additional capacity and safety features are required.	High	Unknown	KCC/Developer	High	Unknown	Section 278
HT	Bus improvements between New Ash Green and Longfield railway station	Improved sustainable transport.	High	Unknown	KCC/Bus operator/Developer	Medium	Unknown	Community Infrastructure Levy and other funding sources.
HT	Kemsing - localised highway widening / passing places /visibility improvements	Accommodate additional traffic by increasing capacity and safety.	High	Unknown	KCC/Developer	Medium	Unknown	Section 278/38

	and junction improvements along the rural road network							
HT	Kemsing - Sustainable transport improvements	Improvements to bus services, pedestrians, and accessibility at train station	High	Unknown	KCC/Developer /Bus Operator/Network Rail	High	Unknown	Community Infrastructure Levy and other funding sources.
HT	Junction improvements to Bat & Ball	Bat & Ball junction is already over capacity, and any additional development will add to congestion, queues and delays.	High	Unknown	KCC/Developer	High	Unknown	Section 278
HT	Cycle route - Otford to Sevenoaks	Included in Sevenoaks Cycle Strategy and provides a useful link between the two communities.	Medium	Unknown	KCC/Developer	High	Unknown	Section 106/CIL
HT	Access roads between A25 and Sevenoaks Quarry site	Junction improvements and traffic/parking management to Greatness Lane and Mill Lane.	High	Unknown	KCC/Developer	High	Unknown	Section 106/CIL
HT	Sustainable transport accessibility improvements	Footbridge at Watercress Drive requires improved safety and accessibility. Access to the station to be improved. Bus services required between Sevenoaks Quarry and Sevenoaks town centre. Cycle improvements between Seal School, Knole Academy and Trinity School.	High	Unknown	KCC/Developer /Bus Operator	High	Unknown	Section 106/CIL
HT	Capacity improvements to mini roundabouts at Riverhead	Existing congestion and additional traffic flows will add to congestion, queues and delays.	Medium	Unknown	KCC/Developer	Medium	Unknown	Community Infrastructure Levy and other funding sources.

HT	Edenbridge - junction improvements	Increased capacity required due to additional traffic movements	High	Unknown	KCC/Developer	Medium	Unknown	Section 278/CIL
HT	Edenbridge - sustainable transport improvements	Improvements to sustainable transport accessibility - walking, cycling, buses and trains	High	Unknown	KCC/Developer /Bus Operator/Network Rail	High	Unknown	Section 106/Section 278/ CIL
HT	Northern District Transport Improvements - North West of District / boundary to Greater London Authority & TfL area	Enhancement to rail and bus services	Low	Unknown	Transport for London	Low	Unknown	Community Infrastructure Levy and other funding sources.
Utilities (U)								
U	Sewerage network reinforcements in Edenbridge	To increase capacity in the sewerage network in order to accommodate additional foul flows from the above developments. Provision of the infrastructure should be phased with development occupation in order to limit the risk of foul flooding. Projects will commence once Southern Water receive a firm commitment to commence construction from the relevant developers, provided planning approval has been granted.	Medium	6-10 years	Southern Water	Medium	Unknown	Community Infrastructure Levy and other funding sources.
U	Badgers Mount - Water Supply Upgrades	Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward ahead of development.	High	Unknown	Thames Water	Medium	Unknown	Community Infrastructure Levy and other funding sources.

<p>U</p>	<p>Swanley - Water Supply Upgrades</p>	<p>The supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to capacity. Consequently it is likely that the developer will be required to provide an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. The developer will be required to fund this.</p>	<p>High</p>	<p>Unknown</p>	<p>Thames Water</p>	<p>Medium</p>	<p>Unknown</p>	<p>Community Infrastructure Levy and other funding sources.</p>
<p>U</p>	<p>Pedham Place - Water and Wastewater Network Upgrade</p>	<p>The water network capacity in this area is unlikely to be able to support the demand anticipated from this development. Strategic water supply infrastructure upgrades are likely to be required to ensure sufficient capacity is brought forward ahead of the development. The developer is encouraged to work Thames Water early on in the planning process to understand what water infrastructure is required, where, when and how it will be delivered. The scale of development/s in this catchment is likely to require upgrades of the water supply network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to</p>	<p>Low</p>	<p>Unknown</p>	<p>Thames Water</p>	<p>Medium</p>	<p>Unknown</p>	<p>Community Infrastructure Levy and other funding sources. Possible consideration of S106 agreement but will need to be justified.</p>

		ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development .						
Water Quality (WQ)								
WQ	River Eden Catchment Improvements	Opportunities exist to improve the River Eden catchment that runs through the Borough, in particular with regards to water quality, geomorphology and ecology. The Environment Agency are supporting plans to improve/restore Bay Pond in Godstone Surrey, which is connected to the Eden catchment and lies adjacent to it.	Medium	Unknown	Environment Agency	Medium	Unknown	Community Infrastructure Levy and other funding sources.