

# **KENSINGTON AND CHELSEA PARTNERSHIP STEERING GROUP**

**Wednesday May 13, 2009**

## **LOCAL DEVELOPMENT FRAMEWORK: INFRASTRUCTURE NEEDS**

This paper updates the Partnership on a broad infrastructure study that is being undertaken as part of the “evidence base” for the Local Development Framework (LDF). The paper also invites the KCP to work with officers in Planning and Borough Development to identify infrastructure needs up to 2028, arising from the proposed scale and broad location of development identified in the emerging LDF.

**For consideration**

### **1. INTRODUCTION**

1.1 The planning and delivery of infrastructure is central to ensuring the delivery of sustainable communities through the LDF. Local stakeholders have a key role to play in the planning and co-ordination of infrastructure provision at the regional, sub-regional and local levels, to support economic growth and the planned level of development. A broad infrastructure study has commenced as part of the “evidence base” for the Local Development Framework. The study will be updated on an ongoing basis and formally revised annually.

### **2. BACKGROUND**

2.1 Steering Group members may have previously been asked for infrastructure evidence as part of consultation on the Core Strategy. Changes to infrastructure planning for core strategies were introduced in revised Planning Policy Statement 12 (PPS12) in June 2008.

2.2 PPS12 and other guidance has significantly increased the role of spatial planning in infrastructure provision, seeking proactive co-ordination of the delivery of the infrastructure required to support local development frameworks (LDFs). A greater emphasis is also placed on the “delivery” of LDFs, particularly to ensure that the vital infrastructure necessary to support planned housing and development is in place when required.

2.3 The Core Strategy will need to be demonstrably “deliverable” to succeed at examination and be found “sound”. This includes providing details of how the infrastructure required to support the Core Strategy will be provided. The test will be whether there is a reasonable prospect of provision of infrastructure.

2.4 Local planning authorities are expected to work proactively with infrastructure providers (public agencies, private companies, voluntary and faith organisations) to determine the infrastructure needs arising from the anticipated quantum and location of development planned, and to coordinate their LDF with other strategies. The evidence of infrastructure delivery planning will need to be thorough enough to stand up to independent scrutiny at the examination of evidence to support the Core Strategy.

2.5 Infrastructure planning and delivery studies are now needed to plan for and co-ordinate the delivery of essential infrastructure to support future development, in particular to support the housing requirement over the Core Strategy period. Infrastructure is considered in a much broader sense than in the past, when it was limited to utilities and social infrastructure. It now includes many land use categories, such as green open space, places of worship, telecommunications equipment and supported housing.

2.6 Additionally, the Planning Act 2008 includes the introduction of a Community Infrastructure Levy (CIL), the details of which are anticipated to be set out in regulations later in 2009. Regulations would empower, but not require, local authorities to implement the CIL through charging schedules as part of their LDFs. The charging authorities would collect CIL funds from developers and would pool these funds for community infrastructure identified. Core public funding will continue to be the main source of finance for infrastructure provision though the prospect of CIL places even greater emphasis upon building a clear picture of infrastructure capacity/deficit and requirements.

### **3. LOCAL INFRASTRUCTURE PLAN**

3.1 Central London boroughs have already jointly looked at infrastructure capacity and requirements within Central London as initial work. These are the requirements arising from development across the central London Boroughs, covering utilities, transport and some social infrastructure. Whilst the study examines those infrastructure items of sub-regional nature, policy planners are now required to consider in more detail the cost, timing, and responsibility for delivery for infrastructure required to support the development proposed for the Royal Borough.

3.2 Development of the local Infrastructure Delivery Plan must be a two-way process, with the local planning authority needing to understand the infrastructure providers' strategies, business plans, and funding timeframes and, in turn, for partners and other infrastructure providers to ensure their strategies take account of the LDF documents.

3.3 A significant amount of revenue expenditure for the delivery of services, including healthcare, education, police and waste management, is determined on the basis of funding formulae, underpinned by population forecasts. The Infrastructure Plan needs to bring together this information. In doing so, infrastructure planning may reveal gaps in public funding for infrastructure provision, which may be assisted by developer contributions or, in future, by the introduction of CIL.

3.4 The government also expects that, where possible, the agencies responsible for infrastructure delivery and the local planning authority producing the Core Strategy should align their planning processes, although it does appreciate that the timescales and budgeting processes of different agencies may mean that the information available in preparing the Infrastructure Delivery Plan may be less than full.

3.5 The broad spatial distribution of housing across the Royal Borough, as well as key strategic sites, will be set out in the Core Strategy. The distribution likely is informed by the Strategic Housing Land Availability Study identifying potential locations for housing development. This indicates that the impact of housing development upon infrastructure is likely to be cumulative. We already know this from the pattern of residential development within the Borough.

3.6 The first stage of the Infrastructure Plan is the identification of delivery agencies/key partners and the collection of appropriate contact details. A short

questionnaire has been prepared, attached at Annex A. Government guidance also recommends that to ensure that infrastructure planning is afforded a prominent role in the local area, representatives of key organisations and sectors should be drawn together regularly to drive forward infrastructure planning and delivery, and to discuss infrastructure funding and coordination. in the context of the Core Strategy and specific site allocations.

#### **4. HOW THE KCP CAN ENGAGE WITH INFRASTRUCTURE PLANNING**

4.1 Steering Group members are invited to complete the questionnaire at **Annex A** (to be returned to officers by 31st May 2009) along with any further useful information to assist in understanding how their service is funded and delivered. An electronic version of the form can be circulated with the minutes of this meeting. A summary of the results can be circulated to the Partnership and fed back at a later Steering Group meeting, as requested.

4.2 As outlined in paragraph 3.6, Government guidance suggests that those organisations with an interest in, and influence over infrastructure planning in the local area should come together regularly to drive any infrastructure delivery plans for the borough forward. For some organisations in the local area – such as the police and the fire service – decisions regarding infrastructure will be made at a regional level, making it difficult to influence the delivery of infrastructure at a local level. The Steering Group is invited to discuss this issue and consider how partners could best influence local infrastructure plans.

#### **5. CONCLUSION**

5.1 Steering Group members are asked to note the contents of the report, are invited to complete the questionnaire attached at Annex A, outlining infrastructure requirements where possible, and are asked to consider how best local partners can influence the delivery of infrastructure plans.

#### **For consideration**

Completed questionnaires should be returned to Jon Medlin.

Contact officer:

Jon Medlin ([jon.medlin@rbkc.gov.uk](mailto:jon.medlin@rbkc.gov.uk))

Planning & Borough Development  
Town Hall, Hornton Street W8 7NX

Tel: (020) 7361 2732

## **ANNEX A**

### **Infrastructure Needs**

Organisation:.....

Infrastructure Contact (s) and Job Title :.....

Address:.....

Telephone No.....

Email address:.....

***nb. Please identify the source section or paragraph of the Plan or Strategy used to answer the question.***

1. Does the organisation(s) which you represent have a Plan(s) or Strategy governing the provision of your service in the Royal Borough of Kensington & Chelsea?

Please state its title, the date was it completed/published, and dates covered, and weblink to the document.

***If not, please proceed to Questions 7 and 10.***

2. In what format is the strategy available (e.g. paper copy, Word document, pdf)?

If possible, please enclose a paper copy and / or identify the location on the Internet.

3. What are the dates and arrangements for its review?

4. What are the funding sources and cycles relevant to the delivery of this Plan or Strategy?

5. What forecasts of population change and / or new development (if any) informed the Plan / Strategy?

6. What are the key political, economic, social and technological trends which inform the Plan / Strategy?

7. What assumptions has your organisation made for infrastructure provision to support its delivery (2009 – 2029)?

If no assumptions have been made, will your organisation be preparing a revised Plan / Strategy?

If so, what is its time scale for preparation and for the period covered?

8. Are there any specific existing infrastructure capacity issues identified at the present time, and are these related to any particular areas / locations?

How does the Plan / Strategy propose these current needs to be met in relation to:

- a) Location?
- b) Funding the development?
- c) Phasing?
- d) Responsibility for delivery?

9. Are there any specific potential capacity issues anticipated in the future to 2028, given the likely quantum and distribution of development identified?

How does the Plan / Strategy propose these current needs to be met in relation to:

- a) Location?
- b) Funding the development?
- c) Phasing?
- d) Responsibility for delivery?

10. Are there any infrastructure needs to 2028 which have a land use implication which the Plan / Strategy considers particularly difficult or unlikely to be met? Please identify any locations / areas of the borough affected.

11. If the current Plan / Strategy does not extend to 2028, are there any broad indications of likely long-term needs in your service area?

12. For organisations and services which do not have any formal Plan or Strategy, please advise of the adequacy of current capacity to meet:

- a) current identified needs, including any needs specific to a location / area.
- b) identified needs for the future to 2028, including any needs specific to a location / area within the borough.

Please list your sources of this information, including surveys and anecdotal sources.

**THANK YOU FOR TAKING THE TIME TO FILL IN THIS INFORMATION**

Please return this form to [jon.medlin@rbkc.gov.uk](mailto:jon.medlin@rbkc.gov.uk)

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