

7.0 Monitoring and Delivery

- 7.1** The local plan sets out what development can take place where, but although most of that development is undertaken by the private sector, the local planning authorities responsibility does not stop with the adoption of the plan. The authority needs to be active in assisting in delivery of those elements where the private market may not deliver proposals alone, and also in monitoring the plan to be sure it is delivering what it aims to do – and to bring forward early revisions if necessary.

Delivery

- 7.2** A Local Plan is an opportunity for the local planning authority to set out a positive vision for the area, but the plan must also be realistic about what can be achieved and when (including in relation to infrastructure). We have paid careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development.
- 7.3** A key element of the Plan is the delivery of housing and the requirement to have a 5 year housing land supply. The HELAA sets out the detail on housing delivery, including a housing trajectory indicating housing delivery rates, over the course of the plan period.
- 7.4** Given the national objective to boost the supply of housing the plan does not seek to “artificially” phase housing development across the plan period. However some sites will take longer to come forward due to their size and more complex nature.
- 7.5** Early discussion with infrastructure and service providers have taken place in the preparation of the Infrastructure Delivery Plan. This allows us to understand their investment plans and critical dependencies, and can be updated more regularly than the Plan itself.

- 7.6** We have worked closely with Buckinghamshire Thames Valley Local Enterprise Partnership, as well as other partners, throughout the preparation of the plan, to ensure that we have a shared understanding of the strategic issues, including the prospects for investment in infrastructure.
- 7.7** Where infrastructure is fairly and reasonably related to particular site allocations, the provision of that infrastructure is required as part of the planning policy for the site. Viability assessments have been undertaken to check that these requirements do not place an unreasonable burden on developers, taking into account our current CIL regime.
- 7.8** However, the delivery of infrastructure is not just a matter of the overall viability. It is often a question of cash flow – in that infrastructure is required before ahead of houses being built and sold. It can also require different land owners to co-operate, and in some situations need additional land to be achieved.
- 7.9** In these complex issues where the private sector is not able to deliver, the Council is taking an active role in assisting. In December 2016 Cabinet considered a report that set out some of these issues specifically for Princes Risborough, including a willingness, should it be necessary, to undertake CPOs to deliver plan proposals. A similar commitment would be made to other proposals elsewhere in the plan area should they be necessary.
- 7.10** The Council was successful in winning government capacity funding early in 2017 to ensure the Plan proposals could be progressed. The Council is also making bids under the Housing Infrastructure Fund, and will continue to take any opportunities to facilitate the delivery of the Plan.
- 7.11** For individual sites, the Council also prepares detailed development briefs, for example the Gomm Valley and Abbey Barn South. For Princes Risborough this is taking the form of a Capacity Plan and a Delivery Plan, which will ensure phasing of development and infrastructure can be properly managed, to ensure the aim of achieving high quality places, supported by the right infrastructure at the right time, can be achieved. The Council has

already entered into an MOU with Network Rail, and is in active discussions with them about key elements of infrastructure provision.

- 7.12** In terms of contingency, there are risks associated with delivering the infrastructure that is required of individual sites in terms of site viability, and where necessary land assembly. The Council is confident of its position on viability, and is taking a proactive approach on assisting with infrastructure delivery where necessary. There is also an element of contingency in terms of the timing of the provision of the infrastructure in relation to the phasing of the development.
- 7.13** As a CIL charging authority, the Council has greater discretion in dealing with those areas where infrastructure improvements are needed, but which are not directly related to a specific site. We work closely with the County Council, which has recently submitted a bid for significant improvements to the London Road in High Wycombe. The Local Transport Board has also committed £6m for road improvements to assist with the growth agenda. However, these improvements to existing infrastructure are not detailed in the Plan, because they are not essential for the development proposed in the plan to be brought forward.
- 7.14** There are a number of strategic transport infrastructure matters – Access to Wycombe; the Oxford to Cambridge Expressway; Rail access to the Thames Valley particularly in the context of Heathrow expansion – set out elsewhere in this Plan, which are unresolved in time for this Local Plan. Given their implications for future patterns of growth, Wycombe District Council expects to undertake an early revision of this Plan.
- 7.15** There are other delivery risks outside of our control in bringing the plan forward. An early plan review may be required if there are significant changes in the legal and regulatory framework that governs the local plan process.
- 7.16** The national economic cycle could influence delivery – although Wycombe District performed well in terms of maintaining house building through the years following the 2008 crash. Other factors that might influence delivery

are the constraints within the building industry, such as the supply of labour, on which Brexit may have an impact. By taking a proactive approach in terms of facilitating infrastructure delivery, we would hope that developers would find it beneficial to work with Wycombe District Council, which might mitigate these risks to a degree.

- 7.17** Ensuring the Planning Service has sufficient staff to deal with applications in a timely way is also important to delivery. We take a ‘value added’ approach, with in-house specialists in design, conservation, landscape and ecology, to be sure development is of high standard, and to ensure we can work creatively with developers in finding solutions to the constraints presented by different sites. The Council welcomes the proposal to increase planning fees because this will provide resources to ensure a proactive approach to planning applications can be maintained.

Monitoring

- 7.18** Monitoring the delivery of the policies and proposals in the Plan is key to measuring the success of the Plan, Appendix H sets out a monitoring framework for the plan. Once the Plan is adopted, this data will be reported on a regular basis in the Council’s Authority Monitoring Report, alongside monitoring data from the other adopted plan, the Delivery and Site Allocations plan. The Monitoring Report is a key tool for determining progress, and can inform whether there is a need to review the plan or parts of it.
- 7.19** The monitoring framework focuses on the delivery of the Core Policies (‘CP’) that shape the plan itself. These policies are the tools to deliver the Plan’s strategic objectives, and, therefore, if the Core Policies are effectively monitored, the extent to which the Plan’s strategic objectives are being met can be assessed.
- 7.20** It is vital that in putting a monitoring framework together, the Council is mindful of the resources that it takes to effectively monitor, and the costs, therefore, to the taxpayer of undertaking this. By focusing monitoring on the ‘CP’ policies, and using established data sets and other processes that are

used for other purposes, the approach to monitoring is both efficient and effective.

- 7.21** As part of the proportional approach to monitoring the plan, where a more qualitative analysis is needed a sample of applications will be assessed in order to identify if policies are being implemented successfully. It is proposed to use two sampling approaches for different indicators.
- 7.22** Some will be based on those applications going to Planning Committee within the monitoring year. Others are based on the Council's 'Quality Counts Tour'. Each year the Council arranges a visit to sites that have been built to learn lessons. The visit is made up of officers, members, and stakeholders. We will introduce a formal monitoring element to each visit, to assess certain indicators. Sometimes the Tour goes outside of the District to learn lessons from other places. In these years there will be no monitoring against those indicators.

Local Plan review process

- 7.23** Although the plan sets out the development needs and allocations for a twenty year period, it may well be necessary to undertake an early review of the plan if as a result of monitoring the implementation of targets set out in the plan are not being met. The Council will closely monitor employment land provision in light of the high levels of forecast need and the challenges of market delivery. Fundamental changes in national planning policy may also trigger a need to review the plan as may potential changes in the regional/sub-regional context