

11. Implementation and Monitoring

Introduction

This sections sets out the importance of implementing and monitoring the Local Plan.

POLICY - Delivery and implementation of the Local Plan

We will work with strategic partners to deliver the vision, objectives and policies of this Local Plan. We will:

- (i) Utilise the Infrastructure Delivery Plan to improve understanding of current and future assets and their long term investment and management;
- (ii) Work with relevant providers and developers to ensure necessary infrastructure is secured and delivered in time to support Bromley's consolidated growth and development and provide facilities for the borough's communities;
- (iii) Use planning obligations where appropriate alongside other suitable funding mechanisms to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development;
- (iv) Work with neighbouring boroughs to co-ordinate delivery across boundaries; and,
- (v) Monitor the implementation of the Local Plan and publish results in the Authority Monitoring Report.

Supporting text

The Infrastructure Delivery Plan (IDP) will be an evolving document setting out the key infrastructure, essential for the successful implementation of the Local Plan

The IDP provides the mechanism for monitoring capital investment across our local public sector partner areas, to make plans corporately known and shared. Details are meant to be clearly identified so that partners know what is being delivered, where it is to happen and which agency is responsible for that delivery. However funding does not need to be allocated in order for items to be incorporated into the IDP, instead the objective is that all funding streams from across government and partners agencies are visible and known, and the IDP is used to identify gaps.

The IDP will provide the framework for the delivery of infrastructure necessary to deliver the Local Plan and improve opportunities for and quality of life of the Borough's residents. It will cover areas of education, and healthcare facilities, highways improvements, and open space provision for future and existing residents.

The IDP will contain information on the type, timing and potential costs of the infrastructure needed to support the development set out in the Local Plan. The IDP and its subsequent updates will enable the Council and partners to plan effectively for population change and to maximise the potential benefits associated with this to achieve wider economic, social and environmental objectives.

The IDP will be structured in three sections relating to physical infrastructure, social infrastructure and green infrastructure. It is anticipated that each section will be subdivided into key aspects as follows.

Physical Infrastructure

Examples

Movement and connectivity	DLR, Tramlink, Public transport improvements, Highways, Junction Improvements, Parking, Cycling and Pedestrians
Utilities	Electricity, Gas, Water and Telecons/Broadband

Social Infrastructure

Education	Further and Higher Education, Secondary, Primary, Early Years and Special Educational Needs
Health	Secondary Care, Community Hospitals, Health Centres, GP Practices, Social Care
Community facilities	Including Libraries, Cultural Spaces, Community provision, Religious and Other Facilities
Sport and recreation	Sports Centres, Sports pitches, Swimming Pools, Play Facilities
Police and justice	Back Office, Customer Facing, Courts
Fire and Rescue	Emergency Planning, Fire and Rescue Services

Green infrastructure

Open spaces	Natural Open Spaces, Parks, Hard Landscaping, Biodiversity
Energy	De-centralised energy, Energy Networks, Energy Efficiency
Waste	Waste management, Recycling
Flooding	Fluvial Flood prevention, Drainage network

Community Infrastructure Levy

The Council will prepare and consult upon a Community Infrastructure Levy to secure appropriate contributions from development towards the cost of physical and social infrastructure made necessary by growth in the Borough.

In April 2010 Regulations were published to enable local authorities to set a Community Infrastructure Levy (CIL), a standard charge to be decided upon by authorities seeking contributions towards the costs of infrastructure arising from new development. The government has signalled that the definition of infrastructure covered by CIL should be as wide as possible to encompass physical, social and green infrastructure such as schools and parks. CIL should apply to most forms of development including residential and commercial development. Negotiated planning obligations will still be possible for site specific issues and mitigation, and to allow affordable housing to be delivered on sight.

The intention is to develop a Bromley CIL, as the most appropriate way to support delivery of the aims for infrastructure in the Local Plan. Such an approach would then impact on our current approach as outlined in the Supplementary Planning Document on Planning Obligations December 2010. Set out in the CIL Regulations 2010 were restrictions on the use of planning obligations in order for the two mechanisms to complement each other, for the avoidance of 'double charging'. The Government has reviewed the date on which pooling of planning obligations is replaced by a CIL and have announced the intention that this will be April 2015.

The Bromley Infrastructure Delivery Plan will provide a robust methodology for a viable CIL Charging Schedule. Failure to effectively utilise the information from the IDP towards the delivery of a Community Infrastructure Levy could limit the Council's ability to secure financial contributions towards infrastructure from development. Alongside the IDP, the evidence base will need to incorporate a Viability Appraisal to justify that the Levy proposed for Bromley will be on a borough-wide scale not cause development in general to become unviable.

In April 2013 the Community Infrastructure Levy (Amendment) Regulations 2013 governing the 'neighbourhood proportion', came into force. The regulations provide for 15% of the funds collected in an area to be passed on to Parish or Community Councils, raised to 25% where there is a neighbourhood plan in place. The remaining 85% or 75% CIL remains available for general infrastructure spend by the Local Authority. The CIL Regs provide that the neighbourhood funding element can be spent on:

- (a) the provision, improvement, replacement, operation or maintenance of infrastructure; or
- (b) anything else that is concerned with addressing the demands that development places on an area.

However, in areas without a Parish or Community Councils the charging authority retains the neighbourhood proportion. The DCLG guidance provides that in this case the charging authority should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding element. The neighbourhood proportion is designed to make a clear link between the amount of development taking place in a local community and the availability of funding for local infrastructure in that area.

The Mayor of London has already introduced a CIL in 2012 to fund strategically important transport infrastructure (including Crossrail). Therefore developers in Bromley will in due course be subject to a two tier CIL regime funding strategic

transport improvements through the Mayor's CIL and local transport improvements through the Bromley CIL.

Planning Obligations

We will continue to use planning obligations (Section s106 agreements) in appropriate circumstances and in accordance with the National Planning Framework (paras 203-205), to influence the nature of a development or mitigate or compensate for its potential affects. Where existing and planned provision of infrastructure, facilities and services are inadequate to meet the needs generated by a proposal, we will negotiate planning obligations to secure measures to meet those needs.

Planning obligations can help to contribute to the success of a development and achieving our aims of a site, its local area and the borough as a whole. They can enhance the quality of a development and enable proposals to go ahead that would otherwise be refused. Planning obligations will only be sought where it is not possible to deal with the matter through imposition of a condition on a planning permission.

Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010 or until the regulations are superseded.

Other Funding Mechanisms

Other funding mechanisms may be developed over the lifetime of the plan, for example the use of Tax Incremental Financing (TIF) to fund infrastructure projects which support economic development and growth. The Council will consider appropriate mechanisms as they are developed.

Duty to Co-operate

The Duty to Co-operate was included in the Localism Act 2012 and places a legal duty on local planning authorities, and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Plan preparation relating to strategic cross boundary matters.

We will be working with neighbouring boroughs in South and South-East London and across into North Kent to ensure that Bromley's Local Plan takes account of their plans and programmes as well as the spending and delivery plans of bodies such as Transport for London.

We are also working closely with neighbouring boroughs to ensure that a consistent approach is taken, in particular in Bromley's identified Renewal Areas which adjoin or cross borough boundaries, namely

- Crystal Palace Penge & Anerley
- Mottingham
- The Cray Valley
- Ravensbourne & Sundridge

We are considering options for one of our key evidence studies for the Local Plan in conjunction with our neighbouring authorities; with the updating of the Strategic Housing Market Assessment with Southwark, Lewisham, Greenwich and Bexley.

We are also engaging with Sevenoaks regarding the future for Fort Halstead when the Ministry of Defence Science & Technology Laboratory relocates its operations (late 2017)

Monitoring

We will monitor the effectiveness of the Local Plan in delivering its objectives by assessing performance against a series of indicators.

Each year we will publish an Authority Monitoring Report, which will:

- Assess the performance of the Local Plan and other documents by considering progress against the indicators proposed.

- Set out Bromley's Housing Trajectory

- Identify the need to reassess or review any policies or approaches

- Make sure the context and assumptions behind our strategy and policies are still relevant

- Identify trends in the wider social, economic and environmental issues facing Bromley.