

Chapter 9

Implementation

Scroll down for Chapter 9 content

[Back to Contents](#)



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Implementation

- 9.1 The Local Plan is intended to represent the Council's statutory planning policy for the period up to 2011 although a review may be appropriate within this period.
- 9.2 The Local Plan will supersede the Christchurch Town Map (Amendment) 1967, insofar as it coincides with the Plan Area and the existing statutory Local Plans for Highcliffe, South Christchurch and the Christchurch Town Centre.
- 9.3 The policies and proposals of this Plan fall into three categories as regards implementation:
- (i) Those which do not require funds –ie decisions on planning applications which will be decided by the Council in accordance with the adopted policies of the Local Plan and any other material considerations.
 - (ii) Those which rely on funds from the private sector for their implementation.
 - (iii) Those which will require expenditure by the Local Authorities in order to be achieved.

It is anticipated that a number of schemes may well be dependent on a combination of funds from both the private sector and the Local Authorities.

- 9.4 For those schemes which must be funded by Local Authorities it is likely that in some instances a degree of land assembly will be required. The Council will endeavour to acquire the necessary land through negotiation but may, in certain cases and circumstances, be prepared to use their compulsory purchase powers where the failure to acquire land or premises would prejudice the implementation of the proposal.
- 9.5 In addition the Local Highway Authority, or the Council acting as their agent, may be prepared to use compulsory purchase powers should this in the last resort prove necessary to implement any of the highway schemes included in this Plan.
- 9.6 Funds for works to the highway will be forthcoming from the Local Highway Authority unless proposed developments depend on the highway improvements whereby contributions will be sought from the developer. The finance necessary for environmental improvements and land assembly will come from the Council's capital budget which will be supplemented by the sale of land and other Council revenues. The Council's programme for its capital budget will be revised to give a realistic timetable for the achievement of those proposals in the Local Plan which require Local Authority funding for their implementation.

Phasing

- 9.7 The relevance of phasing falls mainly within five categories:
- (i) Environmental improvements, the phasing of which will depend entirely on the funds available in the Council's capital programme.
 - (ii) Development schemes which depend for their implementation on the Council providing part or all of the funds or releasing its land.
 - (iii) Highway schemes and associated environmental improvements, the phasing of which depends partly on available funds and partly on the capacity of the road system to accommodate diverted and/or increased flows.
 - (iv) Car parking provision where phasing will depend upon a combination of available funds and the demand for additional spaces. This in turn will depend partly on development schemes which will occupy land currently used for car parking and in themselves create additional need.
 - (v) Private development schemes which may require the Council's involvement (eg relocation of existing users).

On (i) and (ii) above projects will be prioritised within the overall programme of capital schemes agreed by the Council.

- 9.8 With reference to schemes requiring the release of Council owned land, and the use of Council powers for land assembly, the extension of the former Magistrates Court Car Park is particularly significant. Land assembly for possible shopping development west of the High Street will continue through the Plan period but development will not commence until the Council are satisfied that sufficient demand exists to absorb the additional shopping floorspace without unduly affecting the viability of existing retail premises.
- 9.9 The highway proposals should generally proceed as soon as funds are available. However, it is difficult to indicate in advance the phasing or the order of priority for implementation of the proposals. This is because the allocation of funds, phasing and implementation are dependent upon the funds made available in the Local Transport Plan.