

THE WAY FORWARD WORKING TOWARDS NEXT STAGE OF PUBLIC CONSULTATION.

Neighbourhood Survey

Our neighbourhood survey asked people what size of housing development they preferred:

- Developments of up to 10 dwellings
- Developments between 10 and 199
- Developments over 200

63% of respondents said they preferred developments of less than 10 dwellings.

However, respondents also said they wanted

- 89% a GP surgery
- 68% a school
- 66% additional childcare facilities
- 56% asked for starter homes
- 52% asked for specialist housing for older people
- 52% improvements to the road network
- 51% asked for pavement and traffic calming improvements

With a request for small developments we need to know how this will impact on our ability to try and deliver the infrastructure improvements people also want.

Objectives

- To understand advantages and disadvantages of taking small, medium or large developments.
- To be able to convey that to the public.

Larger developments would attract sustainability i.e.

- No need to get in the car to get to local amenities
- No damage to environment
- Accessibility to transport etc.

Smaller developments i.e. 14 houses or less don't attract any form of sustainability, see trigger list below:-

Triggers

- 15th House triggers 25% affordable housing or commuted to money.
- 600-700 triggers junior school (if needed), community space.
- 1-2 hectares = greenspace 30 metres per dwelling
- 2 hectares = 4.3h per 100 residents (active – passive) - 2 hectares of housing at a dph of 35 would give us enough housing to ensure that a green buffer could be allocated to help prevent coalescence.
- Every house contributes to suitable alternative green space (8 hectares per 1000 residents) – no housing within 500m buffer around the SPA.
- SANG is 108 houses or more.
- C2 is NOT a trigger

NDP	V	Wish List
Cycle Ways (unlikely with small developments)		School Org Plan dictates school
Big sites S106 to trouble spots but at discretion of Borough (highway safety)		Clinical Comm Group dictates doctors
		Childcare
		Blue Route M4 – M3

We need justification on everything that is put forward i.e. GP's, schools etc.

We need to understand the differences between the wish list and the NDP. Just because we ask for a school does not mean we will get it if the school organisation plan does not support it. Large developments bring their own infrastructure smaller developments mean just tagging in to the edges of settlements with no infrastructure until we pop!

Large developments bring their own sustainability. The roads they use internally are built and sometimes they can build new roads that help all of us ie Sopwith Road and cutting the corner off Braziers Lane but not always.

Wherever the housing is built be it Wokingham or Heatherwood we WILL feel the effects but maybe not quite so severely as on our back door step.

CIL

The Community Infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008 (and brought into force by 2010 Community Infrastructure Levy Regulations) as a mechanism for local authorities to provide or improve infrastructure that will support the development of their area.

In England, where there is a neighbourhood development plan in place, the neighbourhood is entitled to 25% of CIL revenues from new development taking place in the plan area (for areas without a neighbourhood plan, the neighbourhood proportion of CIL is a lower figure of 15%). This money is paid directly to parish and town councils. Where there is a neighbourhood forum rather than a town/parish council, the local authority retains the 25%, but is required by law to consult with the community on how this money is allocated.

1000 houses + - this has its own charging zone for CIL.

CIL Exempt

- Affordable housing
- Self-Build
- Mobile Homes