

GLOSSARY

Outline planning application

This is the application to establish that a development proposal is acceptable in principle, subject to subsequent approval of 'reserved matters' applications. In the case of Langley, the outline planning application seeks approval for the overall maximum amount of development and for a series of parameters which will provide the framework for the subsequent detailed development proposals.

Reserved Matters Planning Application

After outline planning approval is granted, reserved matters application(s) must be submitted. These deal with the outstanding details which were omitted from the outline planning application. These reserved matters can include:

- **Appearance** - aspects of a building or place which affect the way it looks, including the exterior of the development
- **Means of access** - covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site
- **Landscaping** - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
- **Layout** - includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings and spaces outside the development
- **Scale** - includes information on the size of the development, including each proposed building

The details of the reserved matters application(s) must be in line with the outline approval, including any conditions attached to the permission. In the case of Langley, all detailed matters are reserved for future consideration, with the exception of the principal vehicular access points into the site. Details of these are included in the outline application.

Infrastructure Application

This application will seek approval for the detailed strategic infrastructure components of the site-wide proposals (including the primary roads, drainage and strategic green infrastructure which will be required to service the built development parcels).

Design and Access Statement

The Design and Access Statement explains the design principles and concepts that have been applied to the development. It demonstrates how the proposed development's location and context has influenced the design. It is submitted in support of the outline planning application. The statement demonstrate how development can create attractive, accessible and safe environments.

Green Infrastructure

A network of multi-functional interconnected green spaces, which are capable of delivering a wide range of environmental and quality of life benefits for local communities, including sustainable drainage, play spaces, ecological habitats, leisure routes and amenity spaces.

Multi-Use Games Area (MUGA)

A purpose-built enclosed area, using a synthetic grass or hard surface for playing sports, for example five-a-side football or netball.

Development Parcels

These are the areas of the site which will contain new buildings, including the new homes and community buildings.

Sustainable Urban Extension (SUE)

Areas allocated in a Development Plan as strategic locations for development, to provide scope for comprehensively planned, integrated development embracing principles of sustainable development and communities.

Sustainable Urban Drainage Systems (SUDS)

SUDS are a collection of water management practices that aim to align modern drainage systems with natural water processes. They can contribute to environmental enhancement and place making.

S106 Planning Obligations

A legally enforceable obligation entered into by developers under Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Sometimes called "Section 106" agreements.

Development Plan

Development Plan Documents are prepared by local planning authorities to set out the local planning authority's policies and proposals for controlling the development and use of land and buildings in the authority's area.

Allocated

Allocated sites are those which the local planning authority has specifically identified within Development Plan documents for being developed for one or more land uses (e.g. residential, commercial, mixed use).

Supplementary Planning Document (SPD)

Documents which add further detail to the policies in the Development Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the Development Plan.

Material Consideration

A matter that should be taken into account in deciding a planning application.

Parameter Plan

Parameter plans set out the framework for the subsequent detailed design (reserved matters) and can include information on the proposed land use, building heights, areas of potential built development, structure of landscape and green infrastructure, access and movement and other key structuring and placemaking components.

Affordable Housing

Housing provided with a subsidy to enable the sale price or rent to be lower than the prevailing market prices or rents in the local area, and where mechanisms exist to ensure that the housing remains affordable for those who cannot afford to access market housing. The subsidy will be provided from the public and/or private sector. The definition of 'affordable housing' includes key worker housing, shared ownership homes and properties sold at a discount to those seeking to purchase their first home.

Bus Rapid Transit

Bus rapid transit is a bus-based public transport system designed to have better capacity and reliability than a conventional bus system. The intention is that this is a high frequency, high quality service with fewer stops than a conventional bus.

Demand Responsive Bus

Demand responsive bus services take multiple passengers heading in the same direction (e.g. to railway stations and local retail / leisure facilities) and book them into a shared vehicle. The services operate from 'corner to corner', so there are no fixed routes or bus stops.