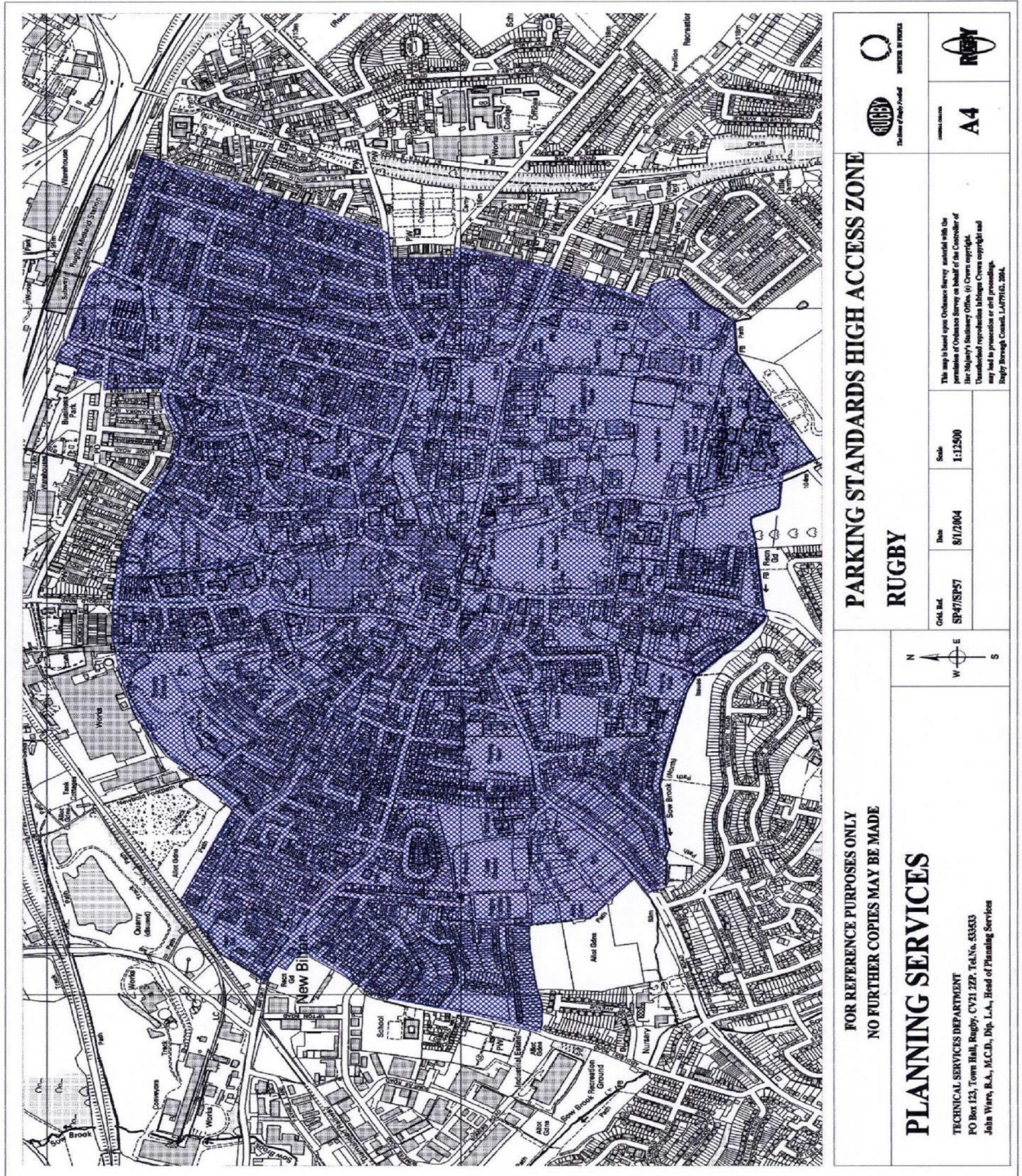


## APPENDIX 5 CAR PARKING STANDARDS

# 1: Introduction

This appendix provides guidance on the interpretation of Policy D2: Parking Facilities, and should be used to inform negotiations on the provision of parking within new developments.

## 2: Parking Standards High Access Zone:



(To scale plan available on request)

### 3: The Standards

New developments will normally be required to provide parking in compliance with the following standards:

The parking standards quoted below are based on space per square metre of Gross Floorspace Area (GFA) unless otherwise stated. The GFA is the total floorspace of a property.

<b>Retail Development</b>				
Type	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
A1 Non-Food Retail and General Retail	1 space/ 20 sq. m.	1 space/ 50 sq. m.	Greater of 1 space per 6 staff or 1 per 300 sq. m.	1 stand per 200 sq. m.
A1 Food Retail	1 space/ 14 sq. m.	1 space/ 50 sq. m.		
A2 Financial and Professional Services	1 space/ 30 sq. m.	1 space/ 50 sq. m.		
A3 Food & Drink – Restaurants and Cafés and A5 Hot Food Takeaways	1 space/ 5 sq. m.	1 space/ 10 sq. m.	Greater of 1 space per 6 staff or 1 per 40 sq. m.	1 stand per 20 sq. m.
A4 Food & Drink – Drinking Establishments	1 space/ 3 sq. m.	1 space/ 10 sq. m.		
A3 Transport Cafés and Roadside Restaurants (see notes 1 and 2)	See note 3			
Notes:	<ol style="list-style-type: none"> <li>Where these serve Heavy Goods Vehicle's (HGV) some provision for HGV parking will be required.</li> <li>Motorway service areas will be included in transport cafés with additional consideration for associated facilities, parking for buses/coaches and HGV's.</li> <li>It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use.</li> </ol>			
General notes:	<ul style="list-style-type: none"> <li>Long Stay provision is generally considered as stays of six hours or more, particularly associated with residential overnight use, or employment locations. Short stay may be from a few minutes to a few hours.</li> <li>A Transport Assessment or Travel Plan may be required.</li> <li>Petrol Stations with a shop will be considered under the appropriate retail category, but with each pump parking space counting as one space each.</li> </ul>			

<b>Commercial Development</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
B1(a) Office	1 space/ 30 sq. m.	1 space/ 60 sq. m.	1 stand per 150 sq. m.	1 stand per 500 sq. m.
B1 (b) (c) High Tech/Light Industry	1 space/ 40 sq. m.	1 space/ 80 sq. m.	1 stand per 250 sq. m.	1 stand per 500 sq. m.
B2 General Industrial	1 space/ 45 sq. m.	1 space/ 90 sq. m.	1 stand per 350 sq. m.	1 stand per 500 sq. m.
B8 Storage and Distribution	1 space/ 60 sq. m.	1 space/ 120 sq. m.	1 stand per 500 sq. m.	1 stand per 1000 sq. m.
General notes:	<ul style="list-style-type: none"> <li>• A Transport Assessment and/or company Travel Plan may be required.</li> <li>• Long-stay cycle parking is to be at least the greater of the spaces per GFA identified, or 1 space per 8 staff.</li> <li>• Proposed standards will take into account commercial development in predominantly residential areas – where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.</li> <li>• These standards do not take into account commercial vehicle parking standards, which will be considered on the basis of individual planning applications.</li> </ul>			

<b>Hotels and Hostels (C1)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Hotels/ Motels/ Guest Houses and Boarding Houses	1 space/ bedroom	0.5 space/ bedroom	1 stand/ 6 full-time staff	1 stand/ 10 beds
Hostels for the Homeless and other Special Needs Groups	Each case considered on its own merits		Each case considered on its own merits	
General notes:	<ul style="list-style-type: none"> <li>• Other facilities, i.e. eating/drinking, entertainment and conference facilities are to be treated separately where they are (or could be) available to non-residents.</li> <li>• The above standards take into account staff parking.</li> <li>• All new hotels and hostels or major expansions may require a Transport Assessment and Travel Plan to determine provision of facilities.</li> </ul>			

<b>Residential Institutions (C2)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Nursing and Rest Homes	1 space/ 4 residents	0.5 space/ 4 residents	1 stand/ 6 full-time staff	Minimum of 2 stands per establishment
Homes for Children and Adults with Learning or Physical Disabilities (see note 1)	1 space/ resident staff  0.5 space/ non-res. staff  Visitor: 0.5 space/client  (see note 2)			
Residential Schools, Colleges or Training Centres	1 space/ 4 residents	0.5 space/ 4 residents	Each case considered on its own merits	Each case considered on its own merits
Hospitals (see note 3)	Each case considered on its own merits		Each case considered on its own merits	Each case considered on its own merits
Notes:	<ol style="list-style-type: none"> <li>The parking standard for non-residential staff applies to non-residential staff on duty at the busiest time.</li> <li>Due to the nature of this land use, a reduction according to accessibility is not appropriate.</li> <li>All new establishments or major expansions require a Transport Assessment and a Travel Plan.</li> </ol>			
General Notes:	<ul style="list-style-type: none"> <li>The above standards take into account visitor parking, unless otherwise stated.</li> </ul>			

<b>Residential Dwellings (C3)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Residents/ Staff	Short Stay – Visitors
<b>Dwelling Houses</b>				
1-2 bed units	1.5 spaces/ Unit	0.75 spaces/unit	1/unit secure & undercover	See note 1
3 bed units	2 spaces/ Unit	1 space/ unit	1/unit secure & undercover	See note 1
4 bed units	3 spaces/ Unit	1.5 spaces/ unit	1/unit secure & undercover	See note 1
<b>Dwelling Apartments</b>				

Studio units	1 space/unit	0.5 space/unit	1/unit secure & undercover	1 loop/hoop per unit
1-2 bed units	1.5 spaces/Unit	0.75 spaces/unit	1/unit secure & undercover	1 loop/hoop per unit
3 + bed units	2 spaces/Unit	1 space/unit	2/unit secure & undercover	1 loop/hoop per unit
<b>Dwellings for Elderly Persons</b>				
Category 1 Active Elderly: Without resident warden	1 space/Unit	0.5 space/unit	1/unit secure & undercover	1 loop/hoop per 2 units
Category 2 Full Care: With resident warden	0.5 space/unit	0.25 space/unit	1 space per 6 staff	1 loop/hoop per 2 units
Notes:  General notes:	<p>1. It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use.</p> <ul style="list-style-type: none"> <li>• The above standards are guidance figures and car parking standards in this category are not expressed as a maximum.</li> <li>• It is acknowledged that residential parking is different in nature to non-residential parking, being the trip origin.</li> <li>• Small scale developments will not be assessed against the standards in the table above, but will be encouraged to conform to them.</li> <li>• The standards do not preclude zero or minimal parking close to major transport interchanges, or for conversions of existing buildings.</li> <li>• Where appropriate developers can submit transport assessments or statements to justify an alternative package of parking measures to mitigate against unacceptable impacts, decisions on alternative parking proposals will be made in consultation with the Highways Authority.</li> <li>• Where a garage is provided, each garage will be designated as one car space plus one cycle space.</li> <li>• On street parking in association with residential development should generally be discouraged through good design.</li> <li>• Where warden or staff spaces are identified, these apply to full-time staff.</li> <li>• The above standards take into account visitors parking.</li> <li>• For nursing and care home see Care Establishments – Public and Private.</li> <li>• At least 1 long-term (secure/undercover) cycle space per development.</li> </ul>			

<b>Houses of Multiple Occupation (C4, Sui Generis)</b>	Each case to be considered on its own merits.
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<b>Non-Residential Institutions (D1)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Doctors Surgery, Dentists Surgery, or Veterinary Surgery	4 spaces/ consulting room	2 spaces/ consulting room	Greater of 1 space/ 2 consulting rooms Or 1 space/ 6 staff	1 stand per consulting room
Health Centres	6 spaces/ consulting room	3 spaces/ consulting room		
Places of Worship/ Church Halls	1 space/ 5 fixed seats or 1 space/ 10 sq. m.	0.5 space/ 5 fixed seats or 0.5 space/ 10 sq. m.	Greater of 1 space/ 6 staff or 1 space/ 40 sq. m.	1 stand/ 20 sq. m.
<b>Schools (see note 1)</b>				
Staff and Visitors (see notes 2 and 3)	2 spaces/ Classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	1 space/ Classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	Each case considered on its own merits	Each case considered on its own merits
<b>16+ Colleges &amp; Further Education Colleges (see note 1)</b>				
Staff and Visitors (see notes 2 and 3)	2 spaces/ classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	1 space/ classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	Each case considered on its own merits	Each case considered on its own merits
Students and Parents	Each case considered on its own merits			
<b>Day Nurseries (including Day Care)/Playgroups &amp;Crèches</b>				
Staff, Visitors and Parents (see note 2)	1 space/ full-time staff member	0.5 space/ full-time staff member	1 stand/ 6 full-time staff Minimum of 2 stands per establishment	
Day Centres for People with Disabilities (see note 4)	0.5 space per full-time staff member  Visitor: 0.5 space/client	0.25 space per full-time staff member  Visitor: 0.25 space/client	1 stand/ 6 full-time staff  Minimum of 2 stands per establishment	

<b>Any other use within Class D1 e.g. libraries, art galleries and museums.</b>	To be considered on its own merits
Notes:	<ol style="list-style-type: none"> <li>1. New or major expansions of educational establishments may require a Transport Assessment and School or College Travel Plan.</li> <li>2. Visitor parking included in staff allocation.</li> <li>3. The proposed standard for schools of 2 spaces/classroom for staff (including visitors) is based on the average of 2 staff per classroom.</li> <li>4. Day centre services for older people, adults with learning or physical disabilities, must provide space for dropping off and picking up people.</li> </ol>
General Notes:	<ul style="list-style-type: none"> <li>• For colleges and FE establishments any student spaces must be justified by a travel plan.</li> <li>• There will be a requirement for a bus/coach loading area whether provided on or off-site, for primary education and above, unless otherwise justified.</li> <li>• Catchment areas will be taken into account for schools.</li> </ul>

<b>Assembly and Leisure Facilities (D2)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Cinemas, Conference Facilities, Theatres, Concert Halls, Bingo Halls and other similar spectator facilities	1 space/ 5 seats	1 space/ 10 seats	Greater of 1 space per 6 staff or 1 space/ 40 sq. m.	1 stand per 20 sq. m.
Dance Halls and Discotheques	1 space/ 22 sq. m.	1 space/ 44 sq. m.		
Bowling Centres, Bowling Greens (see note 2)	3 spaces/ lane	1.5 spaces/ lane		
Swimming Pools, Health Clubs and Gymnasias	1 space/ 3 staff and 1 space/ 10 sq. m. hall/pool area	0.5 space/ 3 staff and 0.5 space/ 10 sq. m. hall/pool area		
Golf Courses (see note 2)	4 spaces/ hole	See note 1		
Golf Driving Ranges	2 spaces/ tee	See note 1		
Marinas, Sailing and Water Based Uses (see note 2)	1 space/ 1 staff 1 space/ 2 participants	See note 1		
Stadia				



Ice Rinks	To be considered on its own merits (see note 3)		To be considered on its own merits	To be considered on its own merits
Tennis Courts/Squash Courts (see note 2)	3 spaces/court	1.5 spaces/court	Greater of 1 space per 6 staff or 1 space/ 5 courts	1 stand per court
Playing Fields (see note 2)	12 spaces per ha of pitch area	6 spaces per ha of pitch area	Greater of 1 space per 6 staff or 1 space/ 5 ha of pitch area	1 stand per ha of pitch area
Leisure Centres and Other Sports Facilities (see note 2)	1 space/ 3 staff and 1 space/ 30 sq. m. playing area	0.5 space/ 3 staff and 0.5 space/ 30 sq. m. playing area	Greater of 1 space per 6 staff or 1 space/ 40 sq. m.	1 stand per 20 sq. m.
Notes:	<ol style="list-style-type: none"> <li>1. It is considered inappropriate to apply a standard to this form of development.</li> <li>2. Other facilities i.e. club house/bar treated separately.</li> <li>3. No standards are set for stadia or ice rinks due to the small number of applications. Each application will be considered individually.</li> </ol>			
General Notes:	<ul style="list-style-type: none"> <li>• All new assembly and leisure establishments or major expansions may require a Transport Assessment or Travel Plan to determine provision and facilities.</li> <li>• The above standards, unless otherwise stated, take into account full-time staff, visitor and participant parking.</li> <li>• Other facilities on-site, i.e. eating/drinking establishments are to be treated separately.</li> </ul>			

<b>Miscellaneous Commercial Development (Motor Trade Related)</b>				
Type	Car Parking Standard		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
<b>Car Sales and Garage Forecourts</b>				
Workshops – staff	1 space/ 45 sq. m.  (see note 1)		Greater of 1 space/ 8 full-time staff or 1 space/ 250 sq. m.	1 stand/ 500 sq. m.

Workshops – customers	3 spaces/ service bay (see note 1)	See note 2	
Car Sales – staff	1 space/ full-time staff (see note 1)	Greater of 1 space/ 8 staff or 1 space/ 250 sq. m.	1 stand/ 500 sq. m.
Car Sales – customers	1 space/ 10 cars on display (see notes 1, 2 and 3)	See note 2	
Car Hire	See note 2		
Notes:	<ol style="list-style-type: none"> <li>1. Due to the nature of this use class, a reduction according to accessibility is not appropriate.</li> <li>2. It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use.</li> <li>3. This applies to the number of cars on sale in the open.</li> </ol>		
General notes:	<ul style="list-style-type: none"> <li>• A Transport Assessment and/or company Travel Plan may be required.</li> <li>• These standards do not take into account commercial vehicle parking standards, which will be considered on the basis of individual planning applications.</li> </ul>		

Parking for disabled people should be additional to the parking standards outlined elsewhere within this document. The total number of spaces required by the standards shall include the following proportions:

<b><u>Employment generating businesses and hotels:</u></b>	
Up to 25 places	1 space
Up to 50 places	2 spaces
Up to 75 places	3 spaces
Up to 100 places	4 spaces
Each subsequent 100 spaces or part of 100	1 extra spaces
<b><u>Public buildings and shops</u></b>	
Up to 25 places	1 space
Up to 50 places	3 spaces
Up to 100 places	5 spaces
Each subsequent 100 spaces or part of 100	3 extra spaces

### Electric Charging Points

Electric and hybrid vehicle charging points are required to be provided as part of development as outlined in the table below unless it can be demonstrated that it is financially unviable.

Development Type	Development Scale	Quantity Required	Type of Charging Point
Residential	10 or more dwellings	1 charging point per dwelling; and 1 charging point per 10 unallocated parking spaces.	Passive charging points are to be provided for dwellings. These ensure cabling is provided for owners to install the correct socket for their vehicle.  Active charging points are required for unallocated spaces.
Commercial, Industrial and Retail	Major Development	1 charging point per 10 spaces to include 1 charging point for every 10 disabled car parking spaces.	

### Access for People with Disabilities: Car Parking Provision

Under 50 spaces

1 space. Remaining provision on its merits

Over 50 spaces

4%

Reserved spaces should be clearly designated for use by people with disabilities and they should be clearly signposted. The pedestrian route from the parking spaces to the point of entry should be clearly defined and well lit.

Pathways should be a minimum width of 1.2 metres and if possible 1.8 metres to allow wheelchairs to pass. A greater width may be required if large pedestrian flows are anticipated. Path edges should be clearly defined and slip resistant surfaces should be used. All pathways should be well lit. The use of colour contrasts can assist partially sighted people.

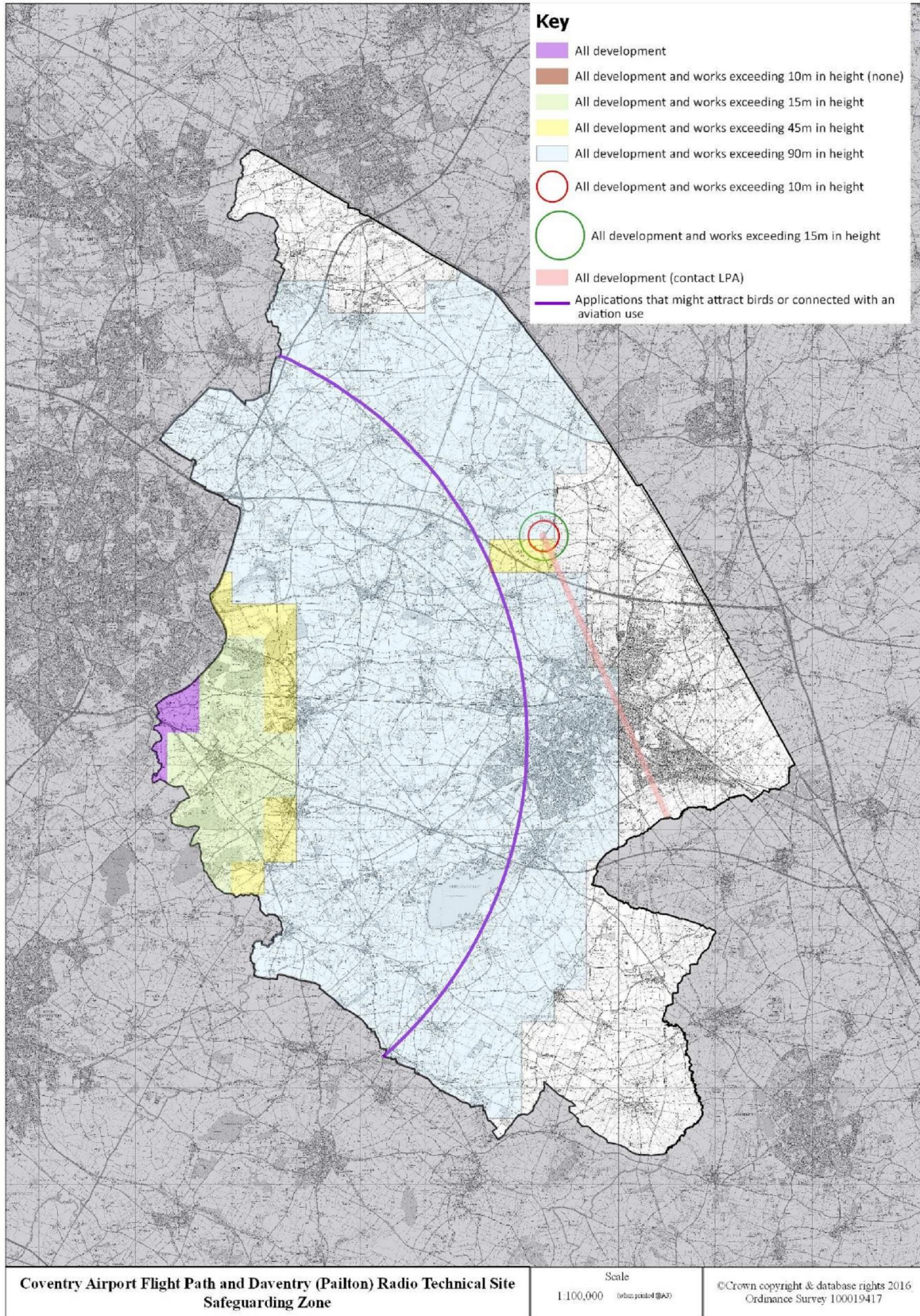
The pathway system should where possible be designed to avoid crossing vehicular routes within the site. Where this is not practicable use should be made of “dropped kerbs” and textured surfaces so that so that the crossing point is suitable for both wheelchair users and people with visual impairments.

Ramps where used should have a gradient of approximately 1:20 (maximum 1:12). Where ramps are steep (greater than 1:20) steps should also be made available. Long ramps require a level landing at 10 metre intervals. A level platform of adequate size should be provided at

the entrance to the building and at the top and bottom of all ramps. Steps should have a maximum riser of 0.15 metres and a minimum tread of 0.28 metres. Handrails should extend beyond the top and bottom of the steps or ramp and should be provided with a positive safe end.

Street furniture should be located so that it does not obstruct pedestrian pathways. Where possible such furniture should be at least one metre in height (0.8 metres minimum), with good colour contrast.

## APPENDIX 6 AIRPORT SAFEGUARDING FLIGHT PLAN



## APPENDIX 7 GLOSSARY OF TERMS

Term	Description
<b>Affordable Housing</b>	<p>Housing, for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <ul style="list-style-type: none"> <li>a) <b>Affordable housing for rent:</b> meets all of the following conditions: <ul style="list-style-type: none"> <li>(a) the rent is set in accordance with the Government’s rent policy, or is at least 20% below local market rents (including service charges where applicable);</li> <li>(b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and</li> <li>(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</li> </ul> </li> <li>b) <b>Starter homes:</b> is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute at the time of planning preparation or decision-making. Income restrictions should be used to limit a household’s eligibility to purchase a starter home to those who have maximum household incomes of £80,000 a year or less.</li> <li>c) <b>Discounted market sales housing:</b> is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</li> <li>d) <b>Other affordable routes to home ownership:</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, either low cost homes for sale and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</li> </ul>



<b>Air Quality Management Areas</b>	Designation made by Local Authority where assessment of air quality requires action plan to improve the air quality.
<b>Air Quality Neutral</b>	Emissions from the development proposal being no worse, if not better, than those associated with the previous use.
<b>Authority Monitoring Report (AMR)</b>	A report required by regulations to assess progress on the preparation and effectiveness of Local Plans.
<b>BREEAM: Building Research Establishment Environmental Assessment Method</b>	Widely used environmental assessment method for buildings, which sets the standard for best practice.
<b>Brownfield</b>	Previously developed land occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure which can be re-developed for other uses.
<b>Community Infrastructure Levy</b>	A levy placed on development, to fund new or additional infrastructure needs.
<b>Comparison retail</b>	Retail stores selling items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc). Customers often compare items and prices between several of these stores before making a purchase.
<b>Conservation Area</b>	An area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole.
<b>Convenience Retail</b>	Retail stores selling everyday essential items, such as food and newspapers.
<b>Coventry and Warwickshire Local Enterprise Partnership.</b>	<p>Local Enterprise Partnerships are locally-owned partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.</p> <p>They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery.</p>

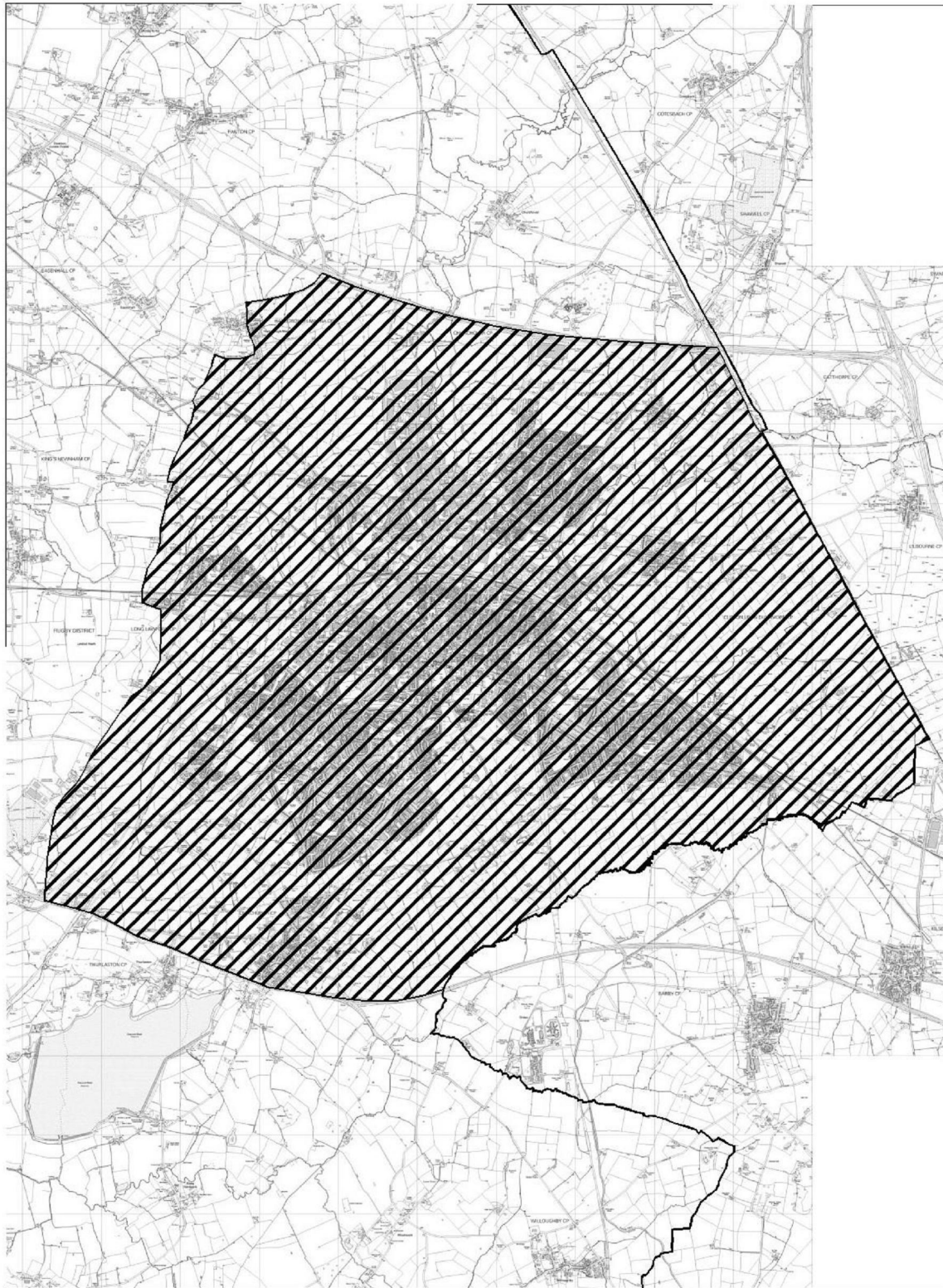
<b>Development</b>	Development is defined under the Town and Country Planning Act 1990 as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”.
<b>Development Plan Documents (DPDs)</b>	Planning policy documents which make up the Local Plan.
<b>Duty to Cooperate</b>	A legal test that requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans. It is separate from but related to the Local Plan test of soundness.
<b>Evidence base</b>	An evidence base is the evidence that any development plan document, especially a core strategy, is based on. It is made up of the views of stakeholders and background facts about the area.
<b>Green Belt</b>	National policy designation that helps to contain development, protect the countryside and promote brownfield development and assists in the urban renaissance. There is a general presumption against inappropriate development in the Green Belt.
<b>Green and Blue Infrastructure</b>	The terms Green and Blue Infrastructure refer to a strategic network of green and blue spaces, such as woodlands, parks, amenity landscaping, ponds, canals and rivers, and the links between them.
<b>Greenfield</b>	Land which has not been developed before. Applies to most sites outside built-up area boundaries.
<b>Habitat Biodiversity Audit</b>	This provides the underlying baseline evidence of the type of habitats and their condition based on recognised national survey methodology.
<b>Hectare</b>	A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.
<b>Housing Market Area</b>	Provides information on the level of need and demand for housing and the opportunities that exist to meet it across a defined area.
<b>Infrastructure</b>	A collective term for services such as roads, electricity, sewerage, water, children’s services, health facilities and recycling and refuse facilities.
<b>Listed Building</b>	Buildings and structures which have been identified by the Secretary of State for National Heritage as being of special architectural or historic interest and which are subject to the law to ensure their protection and maintenance.

<b>Local Development Document (LDD)</b>	Documents setting out land use policy prepared under Planning legislation. Can either be a Development Plan Document or a Supplementary Planning Document.
<b>Local Development Scheme (LDS)</b>	Sets out the program for the preparation of the local development documents. The first LDS must be submitted to Secretary of State for approval within six months of the commencement date of the Act.
<b>Local Plan</b>	The main planning document for the Borough comprising the policies against which proposals for physical development will be evaluated and provides the framework for change and development in the city.
<b>Local Strategic Partnership (LSP)</b>	Non-statutory, non-executive body bringing together representatives of the public, private and voluntary sectors. The LSP is responsible for preparing the Community Strategy.
<b>Masterplan</b>	A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.
<b>Mitigation measures</b>	These are measures requested/carried out in order to limit the impact by a particular development/activity.
<b>National Planning Policy Framework</b>	A document setting out the Government's planning policies for England and how these are expected to be applied.
<b>Neighbourhood Plan</b>	Plans prepared by a Parish Council or a Neighbourhood Forum for a particular neighbourhood.
<b>Parish Plans</b>	A parish plan is a statement of how the local community sees itself developing over the next few years. They should reflect the views of all sections of the community, identify character and features which local people feel are important, identify local problems and opportunities and will say how the residents want the community to develop.
<b>Planning Obligation</b>	Legal agreements between a planning authority and a developer to ensure that certain works which are necessary and relevant to a development are undertaken or financial contributions made to facilitate associated infrastructure works and development.
<b>Policies Map</b>	A map based representation of the Spatial Plan identifying areas for protection and sites for particular uses of land and development proposals. The Policies Map is revised when each new Development Plan Document is adopted.
<b>Public realm</b>	The parts of a village, town and city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

<b>Public Examination</b>	Development Plan Documents are assessed at an examination, during which the Planning Inspector assesses the soundness of the documents.
<b>Rural Exception Site</b>	Sites for the development of affordable housing on land within or adjoining existing small rural communities, which would not otherwise be released for general market housing.
<b>Section 106 Agreement</b>	Derived from Section 106 of the Town and Country Planning Act 1990. A voluntary agreement between the local planning authority and any other body with an interest in land in their area. Its purpose is to restrict or regulate the use of land, or to make other such arrangements (such as financial contributions) as the Local Authority considers to be necessary.
<b>Sequential Approach</b>	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield sites before greenfield sites, or town centre retail sites before out-of-centre sites. In terms of employment a sequential approach would favour an employment use over mixed use and mixed use over non-employment uses.
<b>Settlement boundary</b>	A planning tool, which defines the built up area of a settlement and restricts development within the countryside beyond those defined boundaries.
<b>Site allocation</b>	Policies referring to land allocations for specific or mixed uses of development. Policies will identify any specific requirements for individual proposals
<b>Sites of Special Scientific Interest</b>	An area of land identified and protected by Natural England as being of special nature conservation interest nationally.
<b>Spatial Planning</b>	Policy planning that goes beyond traditional land use matters and deals with wider issues such as general policy priorities and resources.
<b>Statement of Community Involvement (SCI)</b>	Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions. The Statement of Community Involvement is not a development plan document but is subject to independent examination.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	The purpose of the Strategic Housing Land Availability Assessment (SHLAA) is to identify sites which may be suitable for housing development over the next 15 year. Each site within the SHLAA has been assessed to establish whether it is likely to be suitable for housing development and, if so, when it might come forward for development. It is important to note that the SHLAA does not determine whether housing

	will be built on any particular site, but merely undertakes a technical exercise on the availability of land in the Borough.
<b>Submission</b>	The final stage in preparation of Development Plan Documents and the Statement of Community Involvement. The documents are sent to the Secretary of State and an Independent Examination will be held.
<b>Supplementary Planning Document (SPD)</b>	These contain policy guidance to supplement the policies and proposals in Development Plan Documents.
<b>Sustainability Appraisal (SA)</b>	An appraisal of the social, economic and environmental effects of a plan to ensure it reflects sustainable development objectives. Sustainability Appraisal is required for all development plan documents.
<b>Sustainable Community Strategy (SCS)</b>	A sustainable community strategy sets out the strategic visions for a place and provides a vehicle for considering how to address difficult issues such as the economic future of an area, social exclusion and climate change. It is a vision document which needs to be aligned with the core strategy, as with the vision document for the local development framework.
<b>Transport Assessment</b>	A Transport Assessment report that provides detailed information on a range of transport conditions and related issues, taking into account proposed development. The assessment is often used to show whether developments will cause problems of congestion, danger etc. and are therefore also used in the determination of planning applications.
<b>Vitality and Viability</b>	In terms of retailing, vitality is the capacity of a centre to grow or to develop its level of commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the existence of the centre.
<b>Windfall site</b>	A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes.

## APPENDIX 8 AIR QUALITY MANAGEMENT AREA



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