

Code Compliance Matrix

7 - Identity

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change	Notes & reference information
7 - IDENTITY				
7.1 Townscape	<p>The composition of the built form, street alignments and elevations shall work together to create a coherent, attractive and memorable street scape, including through the use of landmark, marker buildings, and distinct frontages, on key corners, nodes and gateways to assist with way-finding.</p> <p>Primary building frontages shall reflect the adopted street hierarchy, except where buildings front public open space and parks these take priority over all streets except the primary street.</p>	✓		See notes below
7.2 Materials	The materials palette shall comply with the site wide locations for predominant materials and features as identified in figure 8.8 and table 8.1 on page 89.	✓	Minor deviations	See notes below for justification
7.3 Character areas: 1. Ford Lane	The Ford Lane character area shall comply with the characteristics set out within the character matrix in table 8.2 on page 91.	✓		See notes below
7.4 Character areas: 2. St Mary's Meadow	The St Mary's Meadow character area shall comply with the characteristics set out within the character matrix in table 8.3 on page 93.	✓		See notes below
7.5 Character areas: 3. Arun Way & Landings Green	The Arun Way & Landings Green character area shall comply with the characteristics set out within the character matrix in table 8.4 on page 95.	✓		See notes below
7.6 Character areas: 4. Heart of Ford	The Heart of Ford character area shall comply with the characteristics set out within the character matrix in table 8.5 on page 97.	N/A		Future phase RM
7.7 Character areas: 5. Runway	The Runway character area shall comply with the characteristics set out within the character matrix in table 8.6 on page 99.	N/A		Future phase RM
7.8 Character areas: 6. Runway Park	The Runway Park character area shall comply with the characteristics set out within the character matrix in table 8.7 on page 101.	N/A		Subject to separate concurrent RM application
7.9 Character areas: 7. Ryebank Park	The Ryebank Park character area shall comply with the characteristics set out within the character matrix in table 8.8 on page 103.	N/A		Subject to separate concurrent RM application

7.1 Townscape

As proposed in the Design Code, the masterplan uses a deformed grid to create a permeable network of perimeter blocks. The final layout ensures continuous frontage around the full perimeter of each block, marking a clear definition between the public and private realm and giving high levels of natural surveillance to all areas of the RM1 application site.

The block structure responds to the desired character of each of the three character areas covered by RM1. The alignment of the streets promote sustainable and active modes of travel by creating direct, safe and attractive connections to the primary street, secondary street and green movement corridors. The block structure also establishes a network of east-west streets that meander gently towards the intersection of the Arun Way and Landings Green in the east. This will allow streets within future phases to provide direct pedestrian and cycle connections to the existing PRoW that provides ongoing connections to historic Ford, Ford train station and the river.

In accordance with Design Code paragraphs 7.54 and 8.11, frontage enclosure and primary and secondary frontages are reflective of the street hierarchy. The highest levels of frontage enclosure is found along the primary street, green movement corridors, secondary street and then lower hierarchy streets, in that order.

The alignment of the streets is carefully considered along with the composition of the built form and elevations, to ensure the final arrangement is memorable and assist with wayfinding across the RM1 application site. Throughout the proposals, vistas are considered alongside the movement principles ensuring punctuation of views where movement is encouraged, or termination of vistas where streets are predominately for the use of residents on those streets and slower vehicle speeds are desirable.

Following the principles of the townscape strategy plan in figure 8.1 of the Design Code, landmark and marker buildings are provided on key nodes and intersections of the higher hierarchy streets and green movement corridors, or to hold the edge of the future neighbourhood park.

7.2 Materials

The materials used throughout the RM1 proposals comply with those within the Design Code, table 8.1. The distribution of the various materials is indicated on the materials plan to the right.

Materials are used to create subtle variations between the character areas, which allow each to have its own distinctive character but ensure a cohesion to the whole of the RM1 development site, by allowing complementary palettes that assist with the transition between areas.

Code Compliance Matrix

7 - Identity (cont.)

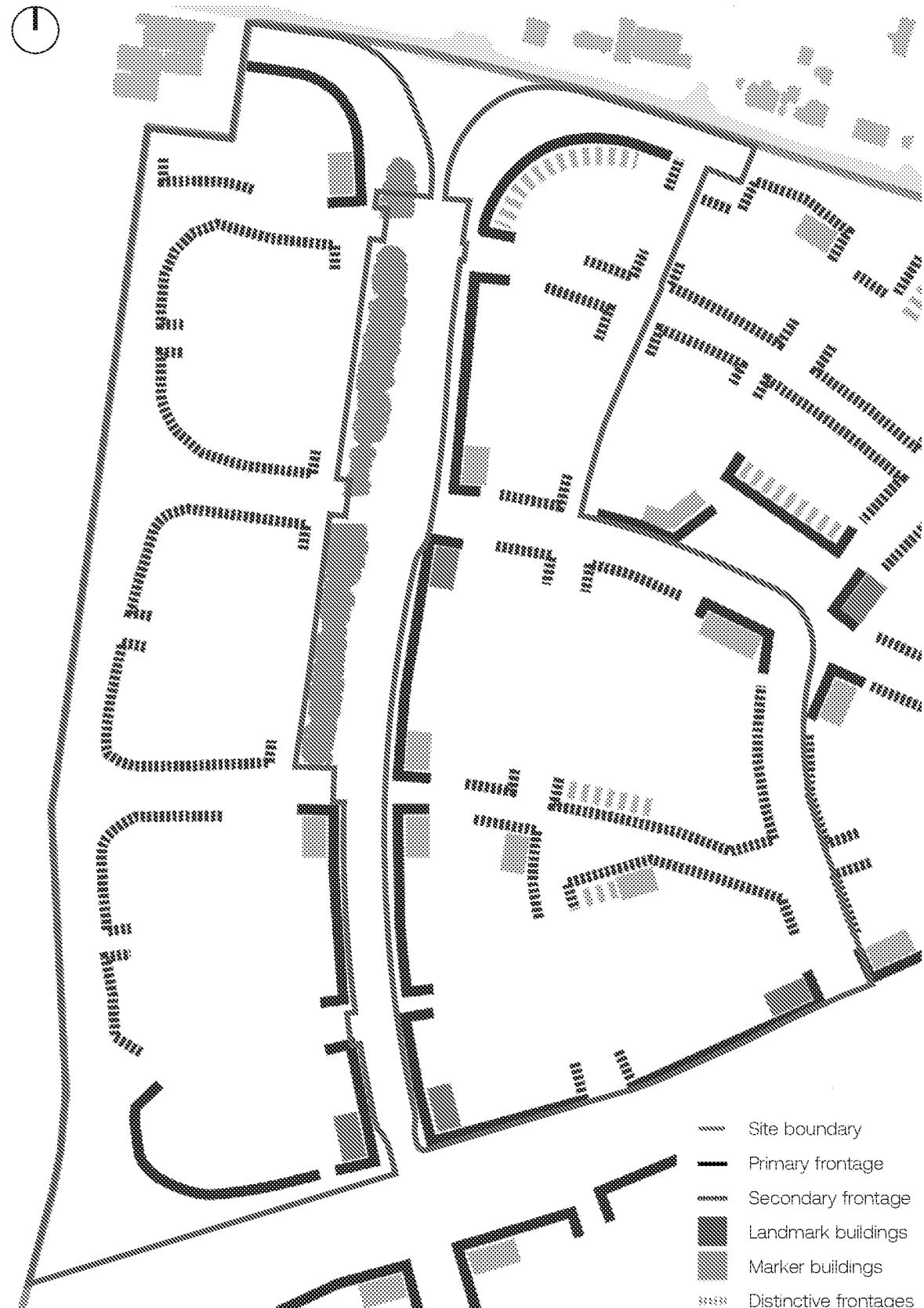


Figure 7.1. Extract of Design Code figure 8.1: Townscape strategy plan



Figure 7.2 RM1 townscape strategy plan

Code Compliance Matrix

7 - Identity (cont.)

The material palette also assists with reinforcing the street hierarchy. Throughout all character areas a high proportion of the dark red multi with dark grey roofs are focused along the primary street. This material combination is also used extensively along the secondary street and throughout the main east to west streets, but the proportion is reduced slightly, introducing another predominate material in each character area. Each character area uses a unique wall and roof material combination throughout the lower hierarchy streets, and architectural features and detailing varies subtly across the character areas, reinforcing the unique character of each area.

St Mary's Meadow

Within St Mary's Meadow the predominate material is a combination of the red and dark red multi brick and red and dark grey tile. Picking up on the character of the St Mary's conservation area, the homes along the mews street and marker buildings on key corners and the western buffer edge utilise white render and dark grey roof tiles. Flint is used in limited locations to contribute to the creation of distinctive marker buildings.

White windows are used predominately throughout the character area, although additional muted colours are introduced along the western edge.

The unique features of St Mary's Meadows include a dual pitched roof canopy, cottage style doors, simple window sills to match the frame colour and casement windows with glazing bars, which all contribute to the rural character.

Ford Lane

Red and dark red multi brick with red and dark grey roof tiles are the predominate materials in Ford Lane. Black weatherboarding plays a key role in the distinctive character of the courtyards that reflect the existing character along Ford Lane, and will continue through the proposals along the north of the RM1 application site. Flint is used sparingly to distinguish the landmark buildings located on the northern gateway and on the apartments adjacent to the secondary street.

The unique features of Ford Lane include a mono pitched entrance canopies, cottage style doors, and casement windows with glazing bars, which all contribute to the rural character.

Arun Way and Landings Green

Throughout the higher hierarchy streets, dark red and dark grey tiles are the predominate materials, with the red multi and red roof combination introduced to provide a differentiation from the other areas, with increasing regularity moving towards Arun Way in the south. A red multi with brown roof tiles combination is used predominately throughout the internal streets providing a clear distinction to these from the other areas.

Arun Way and Landings Green contain the majority of the apartment buildings, which form landmarks on key corners. In combination with an increase in scale, the architectural design and features contribute to elevating these buildings above the simpler housing.

The northern apartments include strong gable roof forms, red brick and white quoining and windows surrounds, similar to the those of Waterbury House by Ford Station.

In the south, the apartments use a brown multi brick and dark grey roof tile combination. The windows are black and include arched headers, whilst simple corbelled brick detailing to the eaves and gables provide references to the wharf style architecture of Victorian Barn, which will become a prominent feature of Heart of Ford Character Area. The introduction of these buildings will therefore create a harmonious relationship along the full length of the Arun Way.

The unique features of Arun Way and Landings Green include mono pitched entrance canopies, panelled doors, and casement windows without glazing bars, which all contribute to an increasingly contemporary design and transition between the rural and more urban parts of the masterplan.

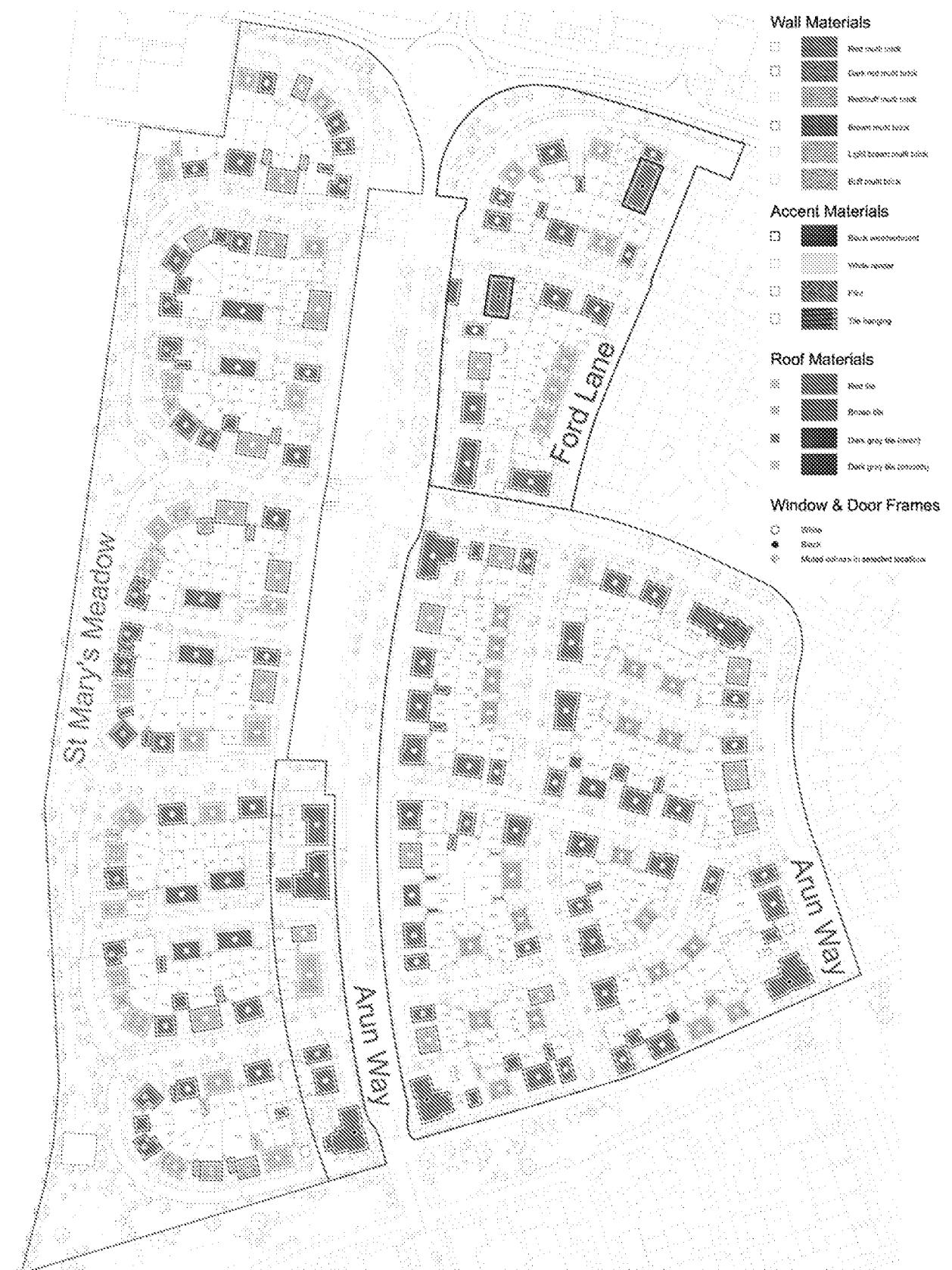


Figure 7.3 Character area materials plan
(see also application drawing 180641-TOR-RMN1-MP-P010)

7 - Identity (cont)

St Mary's Meadow



Code Compliance Matrix

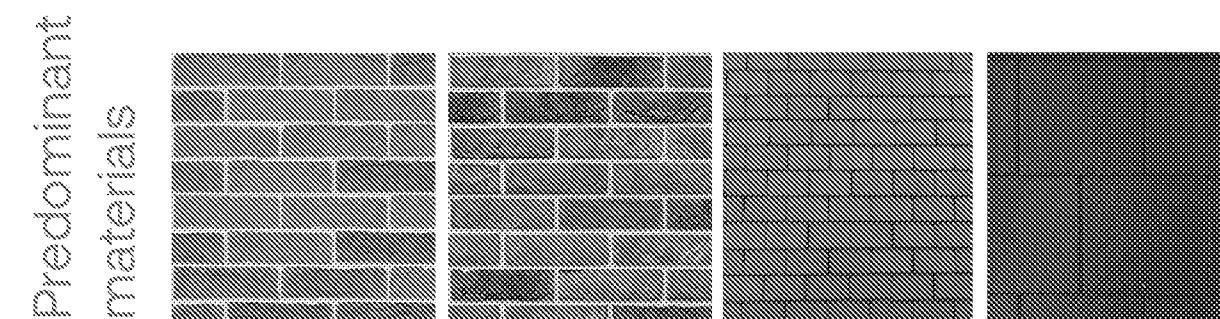
7 - Identity (cont.)

St Mary's Meadow house types – predominant materials



HT 236 (Type 1)

- Dual pitched canopy to front door
- Cottage style front door
- Casement windows with glazing bars
- Simple window cill to match frame colour / no headers



Red multi brick

Dark red multi brick

Red tile

Dark grey tile (riven)

Internal views



HT 341 (Type 1)



HT 241 (Type 1)

Predominant materials

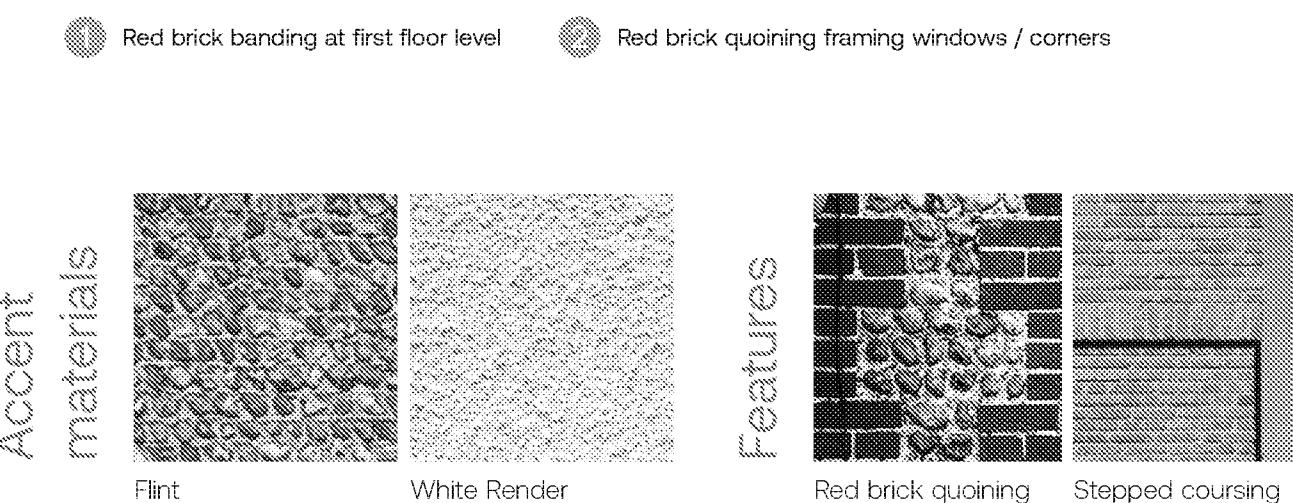


HT 355 (Type 1)

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St Mary's Meadow house types – accent materials and features



7 - Identity (cont)

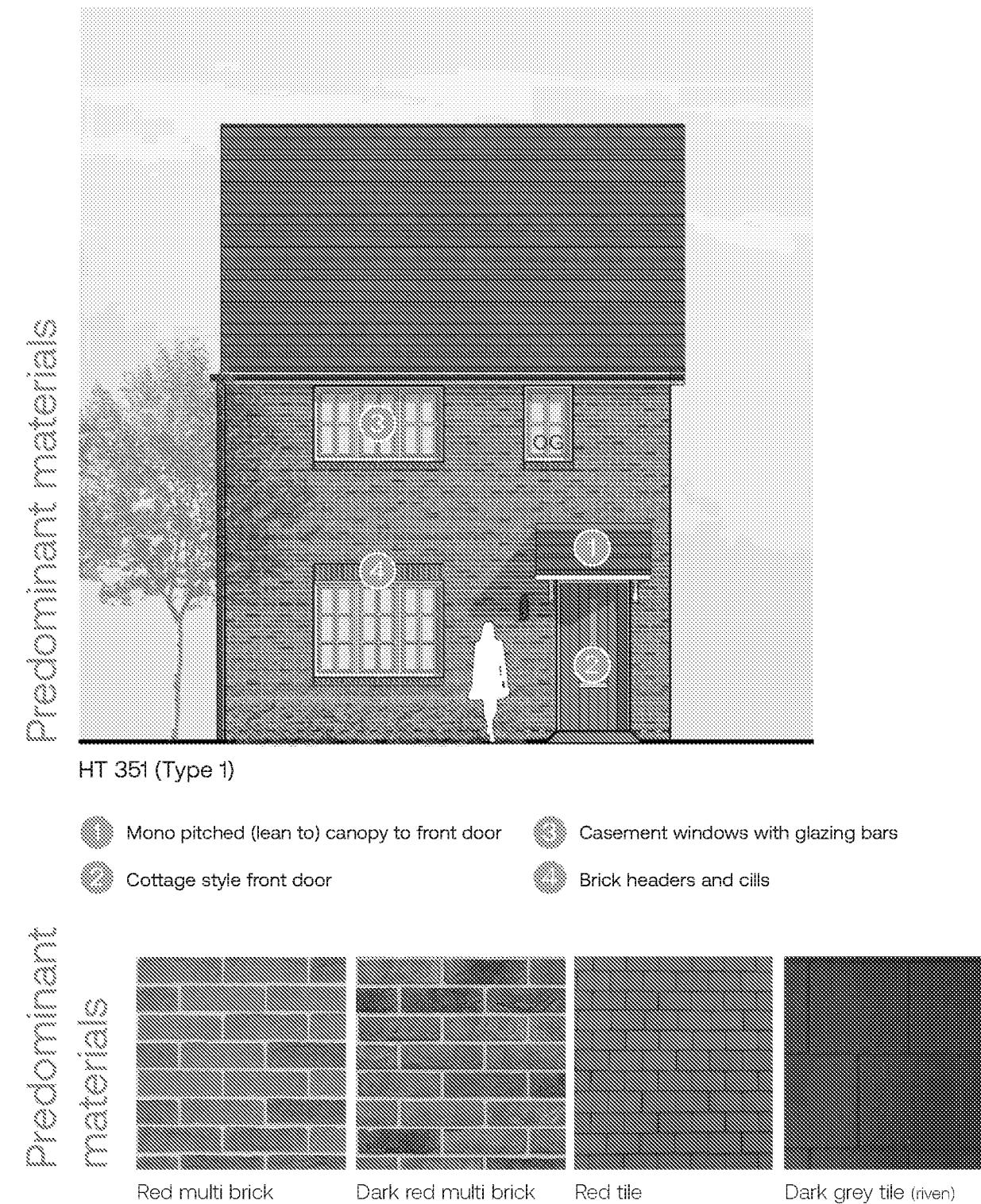
Ford Lane



Code Compliance Matrix

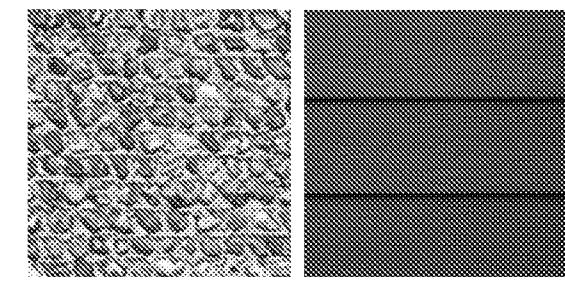
7 - Identity (cont.)

Ford Lane house types - predominant / accent materials / features



Predominant materials

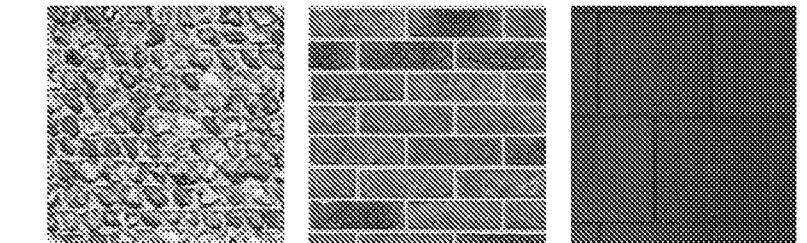
Landmark/marker buildings



Code Compliance Matrix

7 - Identity (cont.)

Ford Lane apartments - primary / secondary street junction



Flint Dark red multi brick Dark grey tile (riven)



Apartment Type 2: principal elevation - primary street



Apartment Type 2: principal elevation - secondary street



Apartment Type 2: double gable end and parking court elevation



Apartment Type 2: gable end and parking court elevation

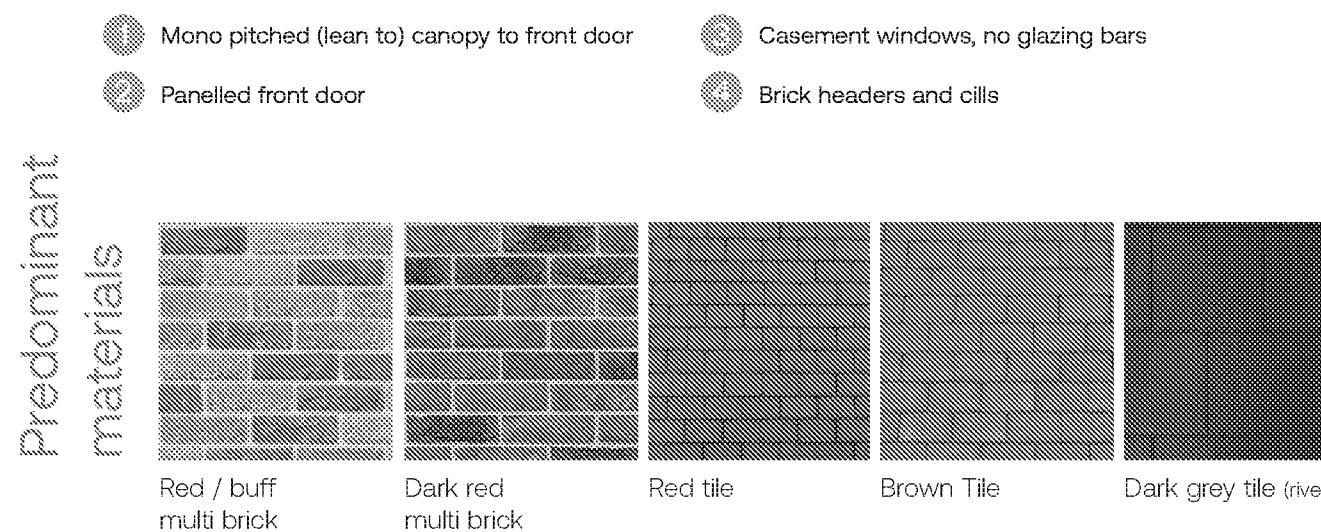
Arun Way & Landings Green



Code Compliance Matrix

7 - Identity (cont.)

Arun Way & Landings Green house types - predominant materials



Code Compliance Matrix

7 - Identity (cont.)

Arun Way & Landings Green house types - accent materials and features

Landmark / marker buildings



HT 122 (Type 4)

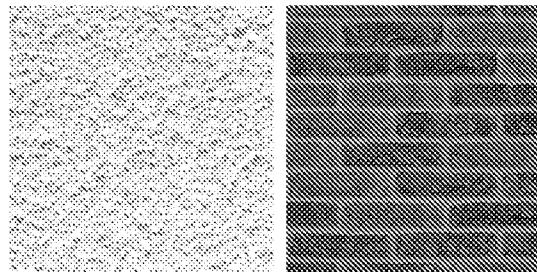
● Mono pitched (lean to) canopy to front door

● Panelled front door

● Stepped brick banding at first floor level

● Brick headers and cills

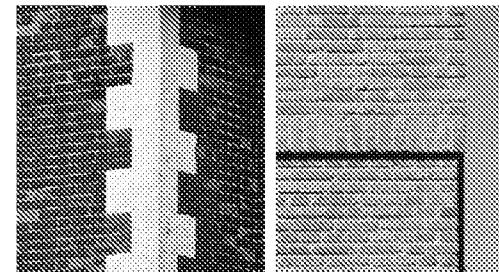
Accent Materials



White Render

Brown multi brick

Features



White quoining

Stepped coursing

Prominent corners



HT 354 (Type 9)

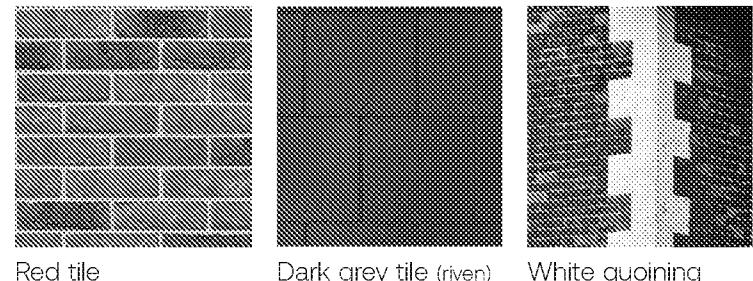


HT 354 (Type 9)

Code Compliance Matrix

7 - Identity (cont.)

Arun Way & Landings Green apartments (northern)



Red tile

Dark grey tile (riven)

White quoining



Precedent image: Waterbury House, Ford Road



Apartment Type 1: principal elevation - primary street



Apartment Type 1: principal elevation - lower hierarchy street



Apartment Type 1: gable end and parking court elevation

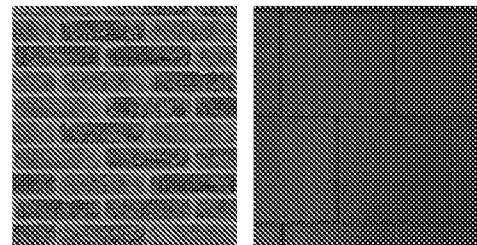


Apartment Type 1: double gable end and parking court elevation

Code Compliance Matrix

7 - Identity (cont.)

Arun Way & Landings Green apartments (southern)



Brown multi brick Dark grey tile (riven)



Precedent image: Victorian Barn, Ford Lane



Apartment Type 3: principal elevation - primary street



Apartment Type 3: principal elevation - lower hierarchy street



Apartment Type 3: gable end and parking court elevation



Apartment Type 3: gable end and parking court elevation

Code Compliance Matrix

8 – Homes and buildings

Key requirement	Details	Scheme compliance (✓, X or N/A)	If non compliance, reason for change	Notes & reference information
8 – HOMES AND BUILDINGS				
8.1 Housing	The development shall provide up to 1,500 homes as a mix of dwelling types, sizes and tenures, based on the housing need at the time of the RMA.	✓		340 dwellings in Phase RM1, see notes below
	All dwellings must comply with the Nationally Described Space Standards (NdSS).	✓		See notes below
8.2 Affordable homes	30% of the total dwellings across the development must be affordable, delivered proportionally on a phase by phase basis.	✓		See notes below
8.3 Custom-build	Affordable housing shall be designed as 'tenure blind' and evenly distributed throughout the development in small clusters.	✓		See notes below
8.4 Accessible homes	30 private market dwellings are required to be custom-build across the entire development.	N/A		Outside RM1
8.5 Homes for later living	All dwellings must meet Part M4(1) standards as a minimum, with 50% designed to meet M4(2) and 4% designed to meet M4(3).	✓		See notes below
8.6 Natural light and ventilation	Consideration should be given to homes for later living, including a 60-bed care home, bungalows and / or ground floor maisonettes.	✓		See notes below
8.7 Outlook and privacy	Dwellings shall be designed to maximise the opportunity for natural daylight and ventilation.	✓		See notes below
	Garden depths and separation distances between habitable rooms shall be in accordance with the Arun Design Guide SPD, Section H.04, Page 112. In limited circumstances, there may be appropriate instances for deviation, subject to sufficient justification with the relevant RMA.	✓	Minor deviations	See notes below for justification
8.8 Outdoor amenity	Houses shall have a private and enclosed rear garden within the curtilage of the dwelling, of a minimum 10.5m deep and no smaller than the width of the dwelling. The garden shall be enclosed and secured with a minimum 1.8m high boundary treatment.	✓	Minor deviations	See notes below for justification
	Apartments shall have a private amenity space that is a minimum 1.5m deep and minimum 3sqm usable area.	✓		See notes below
8.9 Designing out crime	Dwellings shall be designed with at least one habitable room at ground floor level facing the street to maximise opportunity for natural surveillance - minimum 80% of dwellings.	✓		See notes below
	Buildings at junctions shall be designed to front the public realm / street in both directions.	✓		See notes below
	There shall be a clear delineation between public and private areas, defined through boundary treatments and surfacing materials appropriate to the character area.	✓		See notes below
8.10 Acoustic mitigation	All RMAs shall include a scheme setting out details of noise sources and proposed mitigation relevant to that application, prepared by a qualified acoustic engineer. This shall include the existing noise sources set out in paragraph 9.31 on page 108.	✓		See notes below and RM1 Noise and Vibration Assessment RM1_08.A
	The acoustic report shall include details of any buffer zones, acoustic barriers, and locations where gardens or habitable rooms should not directly face the noise source, as listed in paragraph 9.33 on page 108. Mitigation measures shall be incorporated in accordance with the acoustician's recommendations.	✓		See notes below and RM1 Noise and Vibration Assessment RM1_08.A
	Acoustic screening, which is required adjacent to Ford Airfield Industrial Estate and Redstone Tyres, shall comply with the bullet points in paragraph 9.35 on page 109.	N/A		Outside RM1
8.11 Cycle parking: general	Cycle parking shall be provided in accordance with the ADC Parking Standards SPD.	✓		See notes below
	Cycle storage for dwellings shall be provided within an easily accessible, secure, covered and lockable store, designed to meet the minimum space standards set out in figure 9.5, page 111.	✓		See notes below

Code Compliance Matrix

8 - Homes and buildings (cont.)

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change	Notes & reference information
8 - HOMES AND BUILDINGS (CONT.)				
8.12 Cycle parking: houses	Where access to rear gardens and/or garage is required past on-plot parking, a minimum 0.8m wide path shall be provided adjacent to the parking space. Rear alleyways, minimum 1m wide, shall be provided to terrace housing to allow access to the rear gardens of all plots for cycle and bin storage, without having to go through the dwelling. They shall serve no more than 5 dwellings, shall have restricted access to those dwellings it serves, and not connect through from one end of the terrace to another nor to another street.	✓		See notes below
8.13 Cycle parking: apartments	Separate cycle and bin stores shall be provided, accessed off the secondary frontage/lower order street. Where cycle parking is incorporated within the ground floor footprint of the building, inactive frontage (including also bin stores and plant) shall occupy no more than 30% of the public realm frontage nor exceed 15 metres in length. Where cycle parking and/or bin storage is provided within a separate store, it shall not sit forward of the main building line to ensure it does not visually dominate the street scene. The store(s) shall be well-lit and overlooked.	✓		See notes below
8.14 Car parking: general	A variety of parking solutions shall be provided in accordance with the diagrams set out in figure 9.7 on pages 112-113, appropriate to the character area as set out in the built form matrix in table 7.1 on page 81. Standard spaces must be a minimum 2.5m by 5m with a 6m reversing zone. 5% of communal, visitor, and non-residential parking spaces shall be designed for disabled use in accordance with Manual for Streets and Building Regulations Part M.	✓		See notes below
8.15 Car parking: residential	Car parking should be provided in accordance with ADC: Parking Standards SPD. Garages must have a minimum clear internal dimension of 6m by 3m to count as 0.5 of a space towards the parking requirement. Parking courts for apartments shall be concealed behind attractive and active frontages, and be overlooked and well lit to ensure safety and crime prevention.	✓	Minor deviation	See notes below for justification
8.16 Car parking: on-street	Car parking should not dominate frontages or detract from the character and quality of the street scene, especially when fronting the public realm. Parking spaces shall be designed to ensure cars do not over-sail footpaths and cycleways, nor narrow the roadway to an unacceptable width for emergency and refuse vehicles.	✓		See notes below
8.17 Car parking: visitors	Visibility splays must be kept clear with boundary treatments and planting no higher than 0.6m. Visitor parking shall be provided on street, distributed evenly within each phase, at a ratio of 0.2 spaces per dwelling. Bays shall be 2.5m wide, and where they are not adjacent to a footpath, an additional 0.5m zone shall be provided around the verge side(s).	✓		See notes below
8.18 Refuse and servicing	All homes shall be provided with adequate internal and external storage for general waste and recycling in accordance with Building Regulation and local authority requirements. Refuse stores shall be separate from other uses, such as cycle storage. For houses, a suitable area of hard-standing shall be provided within the rear garden to house the appropriate number of bins. Discreet, temporary collection points, behind the primary building line, and within easy access of the highway, shall be designed into the landscaping for terrace housing to accommodate the appropriate number of bins, without blocking footpaths or the highway.	✓		See notes below

Code Compliance Matrix

8 - Homes and buildings (cont.)

8.1 Housing

The site wide mix and distribution of homes is indicated on the submitted Condition 5 drawings. These drawings will be reviewed continuously throughout the life of the development to ensure the appropriate type and mix of homes are delivered at the relevant stages to meet the local housing need.

RM1 will deliver a total of 340 homes.

The new dwellings will be provided through a selection of dwelling types and size, as indicated by the schedule of accommodation to the right.

The mix for RM1 has been developed with consideration of future reserved matters phases to ensure all areas of the masterplan achieve an appropriate character. For RM1, due to its proximity to historic Ford, the South Downs and open fields, this phase includes a higher proportion of large dwellings. This allows the creation of a looser development edge that provides a suitable transition to the rural context.

A higher percentage of smaller homes will be delivered in the future phases, particularly in the central neighbourhood, ensuring a concentration of the development population at the heart of the development which will contribute to the vibrancy and ongoing success of the new, sustainable local centre.

8.2 Affordable homes

The RM1 proposals include 102 affordable homes, in accordance with the 30% set out within ADC Policy AH SP2.

The affordable housing is visually indistinguishable from the market housing.

In accordance with the case officer's report accompanying the approval of the outline application, affordable housing has been clustered in groups of no more than 20 homes. Where clusters exceeding 10 homes are provided, these generally occur on the corner of a block fronting two roads, reducing the perceived scale of these clusters.



Figure 8.1 RM1 proposed housing mix and tenure plan
(see also application drawing 180641-TOR-RM1-MP-P004)

Total Homes - 340 Homes		
Tenure	Homes no.	%
Private Sales	240	69.8
Affordable	104	30.2
Private Sales	Homes no.	M4(3)
1b2p Apartment	0	0
2b3p Apartment	0	0
2b4p Apartment	0	0
Total Apartments	0	0
2b3p House	12	9
2b4p House	31	0
3b4p House	46	0
3b5p House	73	0
3b6p House	7	0
4b5p House	16	0
4b6p House	35	0
4b7p House	13	0
5b7p House	3	0
5b9p House	2	0
Total Houses	238	9
Total Private Homes	238	9 (3.78%) (70%)
Affordable	Homes no.	M4(3)
1b2p Apartment	38	5
2b3p Apartment	11	0
2b4p Apartment	23	0
Total Apartments	72	5
2b3p House	1	0
3b4p House	21	0
4b5p House	8	0
Total Houses	30	0
Total Affordable Homes	102	5 (4.90%) (30%)
Part M4(3) Total	14	4.11%

Code Compliance Matrix

8 - Homes and buildings (cont.)

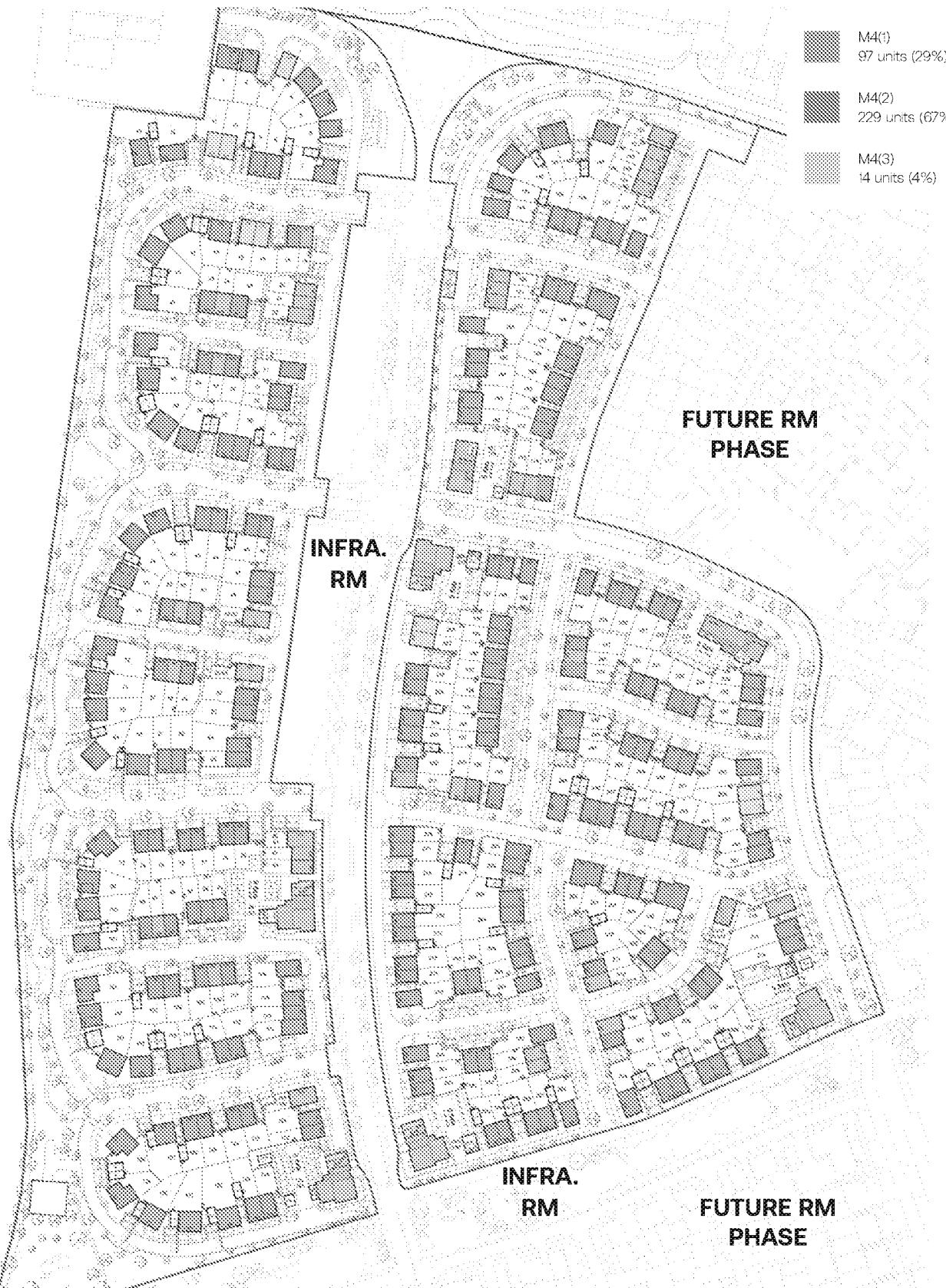


Figure 8.2 RM1 proposed part M plan
(see also application drawing 180641-TOR-RMN1-MP-P005)

8.3 Custom build

The locations of the 30 custom build homes have been identified on the Condition 5 drawings. This ensures they are situated in appropriate locations that will allow these properties to be integrated appropriately into the relevant character area, and allow safe, segregated construction access.

Given its prominent location with the northern gateway and proximity to the primary street, both of which require high levels of code control to maintain an appropriate character, RM1 includes no custom build homes.

8.4 Accessible homes

Arun's requirements for accessible homes are set out in the Accommodation for older people and people with disabilities guidance, agreed at the Planning Policy sub-committee 27th February 2019.

The RM1 proposals comply or exceed these standards, as set out below:

- 14no, or 4.1% Part M4(3) compliant dwellings (outline planning condition 5 requires 4%)
- 229no, or 67.3% Part M4(2) compliant dwellings (outline planning condition 5 requires 50%)
- 97no, or 28.6% Part M4(1) compliant dwellings

The provision of Part M4(3) adaptable homes includes a selection of 1b2p ground floor apartments and 2b3p houses. Compliance of these homes includes the design of all communal areas, access to the dwelling and parking spaces for each dwelling.

It should be noted that the internal space standards of almost all of the remaining dwellings comply with the requirements of M4(2), but a number of these have been identified as M4(1) where communal parking courts or other constraints would prevent the future widening of parking spaces, in accordance with the requirements of M4(2) standards.

The even distribution of the M4(3) dwellings across the RM1 phase should ensure accessible homes are continuously coming to market throughout the anticipated completion of this phase.

Floor plans of the proposed accessible homes, indicating all the relevant activity zones for compliance, are included on the following page.

8.5 Homes for later living

As set out in the Condition 5 drawings, other phases of The Landings development will include a 60 bed care home and single storey dwellings / bungalows.

The proposals for RM1 include 24 ground floor flats that, with the Part M4(3) adaptable housing identified above, will contribute to the needs of ageing residents across the development.

Code Compliance Matrix

8 - Homes and buildings (cont.)



Figure 8.3 Typical part M4(3) adaptable flat

Figure 8.4 Typical part M4(3) house type - HT 235

Code Compliance Matrix

8 - Homes and buildings (cont.)

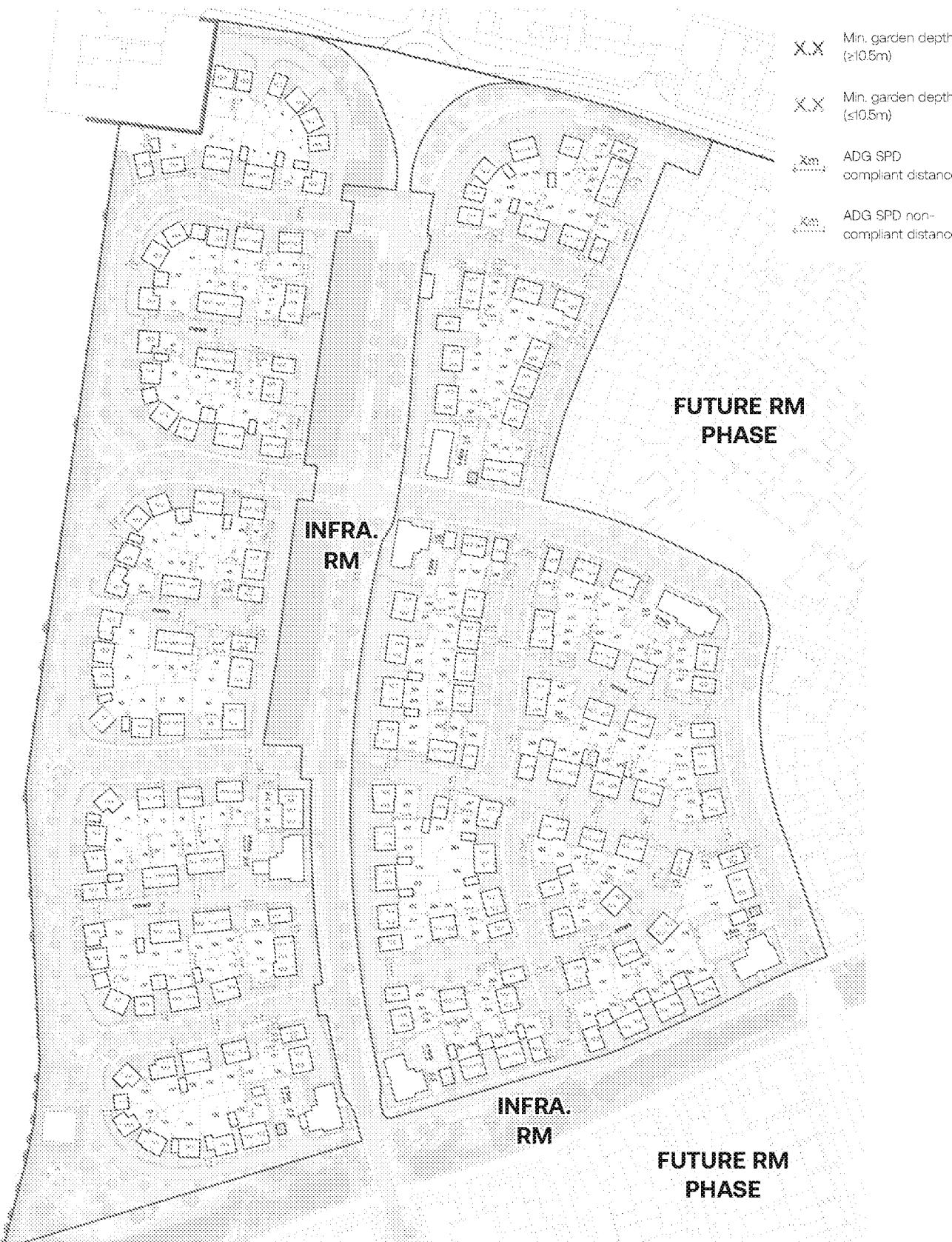


Figure 8.5 RM1 proposed garden depths and separation distances plan
(see also application drawing 180641-TOR-RM1-MP-P007)

8.6 Natural light and ventilation

The floor plans of all dwellings ensure that all habitable rooms have suitably sized windows to provide good levels of natural light and ventilation.

To maximise levels of natural daylight and ventilation, the apartments have been designed to be dual aspect, where possible. The single exception to this is apartment type 4, where the length of the building required to hold the southern edge of the future neighbourhood park results in one central single aspect flat at each level of the building.

Where the acoustic requirements dictate a closed window ventilation strategy, the affected dwellings will be provided with MVHR. This will ensure the need for high quality indoor air is balanced with the energy consumption of these homes. Whilst it will result in slightly higher noise levels, the windows within these properties will not be fixed shut allowing purge ventilation, if required.

8.7 Outlook and privacy

Separation distances between buildings are largely in accordance with the Design Code and Arun Design Guide SPD. The use of perimeter blocks and adherence of the minimum garden and separation distances ensure that properties do not adversely overlook the adjacent properties, but provide high levels of natural surveillance to the public realm.

In a limited number of locations, separation distances between houses on mews streets are slightly less than the stipulated distance to achieve a tighter and more intimate character within these lower order, internal streets.

In the St Mary's Meadow character area, the reduced separation distances occur as the internal mews streets narrow down to pedestrian / cycle / emergency access only as they meet the western edge. The corner units are dual aspect and the reduced distance is generally a side to side condition with the primary outlook to the landscaped western edge. Reducing the separation at these pinch points emphasises the restriction in vehicular movement and allows the coherence of the rounded block structure to be maintained, which is an important in producing a rural but not fragmented character.

Where front to front separation distances are below the recommended distance within the Arun Way & Landings Green character area, these are in a few instances only and are limited to mews streets within the interior of blocks. These are locations that would historically have been the tightest grained and this tighter structure along with changes in material treatments contributes to an authentic differentiation between street orders and plot locations, adding a strong sense of place. This tighter grain is achieved in part due to a lessened set back from street edge (whilst ensuring minimum 2m deep front garden), as seen in contextual examples (including Church Lane conservation area) and in reduced street widths common with many West Sussex settlements.

Where apartments are provided the positioning of the associated parking courts provides suitable separation from the rear gardens of the adjacent properties.

Code Compliance Matrix

8 - Homes and buildings (cont.)

8.8 Outdoor amenity

Almost all houses are provided with a private enclosed rear garden of 10.5m deep, of a minimum width equal to the dwelling. A very limited number of houses have gardens less than 10.5m deep when measured at the narrowest point. In these instances, the reduced depth is due to a rear access path at the end of the garden to adjacent properties or the garden is slightly tapered in shape meaning the infringement is for only a short extent of the property's width. Where these minor infringements occur, the garden benefits from additional width or length (through the tapering), ensuring the overall area of the gardens is equal to or greater than a corresponding garden of 10.5m deep by the width of the property. In all instances, a minimum 21m back to back between properties is maintained. For further information, refer to RM application drawing 180641-TOR-RMN1-MP-P007 (shown in figure 8.5) for locations and critical dimensions of these properties.

All rear gardens will have a minimum 1.8m high boundary treatment, either a brick wall or close boarded timber fence. Boundary treatments for each plot can be found on the landscape application hardworks and boundary drawings RM1-XX-DR-L-P-002 to P011.

All apartments have a private external amenity space either as a garden for ground floor flats or balcony to the upper floor flats, accessed from the living space, of a minimum 1.5m deep and 3sqm usable area.

8.9 Designing out crime

The perimeter block structure will provide a clear distinction between the public and private realms.

All dwellings have at least one habitable room facing the street at ground floor level, exceeding the minimum 80% requirement within the Design Code and ensuring all areas of the public realm should benefit from overlooking and good natural surveillance.

Parking is provided through private drives, garages and allocated parking spaces with additional provision for visitors. The omission of rear parking courts (except those serving apartments) shown in the previous version of the RM1 layouts, ensures that all proposed parking spaces should benefit from natural surveillance from a habitable room.

The omission of the rear parking courts means all dwellings will have their principal entrance directly on to the footpath at the front of each dwelling. This, along with the fact that the RM1 layout promotes active means of movement through enhanced cycle and footpaths, will maximise street activity and enhance natural surveillance, which is a proven deterrent to crime and anti-social behaviour.

Apartment buildings will be fitted with access control, and post boxes will be integrated into the elevational design adjacent to the front doors, providing an easily accessible location that avoids the need for tradesmen to enter the building or timed release mechanisms.

Lighting is also an effective security measure and so the proposals look to balance safe lighting levels with the requirement of the ecological mitigation strategy.



Figure 8.6 RM1 block structure plan distinguishing public/private realm

Code Compliance Matrix

8 - Homes and buildings (cont.)



Figure 8.7 Location of properties requiring closed windows and alternative ventilation
(Figure 7-1 in RM1 supporting document RM1 Noise and Vibration Assessment RM1_08.A)

8.10 Acoustic mitigation

The site responds to the various noise sources at the site through the inclusion of good acoustic design principles.

In RM1, the layout maximises the separation distance between dwellings, Ford Lane and the primary access road through the front gardens and landscape verges along the road. The layout also provides screening with the use of relatively continuous intervening buildings adjacent to Ford Lane and the primary access road.

Where possible, private amenity areas are located on the sheltered sides of buildings. Through the introduction of the farmstead typology that recreates the existing character of Ford Lane, dwellings in the Ford Lane character area form a pattern of ridges and gables that reference the Ford Lane context, resulting in one plot where the amenity area is open to Ford Lane. Plot 150 ends up siding on to Ford Lane where its private amenity is open, but still achieves acceptable internal and external noise conditions due to an increased set-back from the road and use of solid brick boundary treatment on to the road.

Along the primary street there are instances where apartments have balconies that face the higher order road. This is justified on the grounds that the presence of balconies adds valuable activity to the street and that, while the primary street is a noise source, the amenity value of these balconies will be high due to the quality of outlook, which features generous set-backs from the road and a highly planted street scape including new street trees and existing mature tree belts.

Where necessary, design of dwellings close to the primary access road and Ford Lane will enable residents to keep windows closed and an alternative means of ventilation will be provided. It is important to note that windows would not be sealed shut and residents will have the choice of opening them, whilst noting noise levels will slightly increase. The areas where closed windows and alternative ventilation will be required is shown in Figure 8.7.

The Ardent RM1 Noise and Vibration Assessment RM1_08.A submitted with this application includes further technical details of the noise sources and acoustic mitigation. This includes advisory glazing specifications that shall be adhered to, to ensure compliance of the detailed design at construction stage.

8.11 Cycle parking: general

Cycle stores are designed in accordance with ADC: Parking Standards SPD. Cycle parking is provided to houses within lockable covered stores, or within dedicated cycle storage zones inside garages.

Cycle storage to apartment buildings is provided within covered lockable stores, or within dedicated cycle stores integrated into the ground floor footprint. Refer to apartments type drawings for details of integrated stores.

8.12 Cycle parking: houses

Where on-plot parking is provided, a minimum 0.8m wide access path is provided to one side to allow access past cars to gardens and/or garages.

All terraced houses have access paths to rear gardens of a minimum 1m wide, to allow for bin and cycle access. Paths typically serve only 1-2 units and are not through routes.

Code Compliance Matrix

8 - Homes and buildings (cont.)

8.13 Cycle parking: apartments

Cycle parking is provided to all apartment buildings, either within a standalone store within the parking court or within a store integrated into the building ground floor footprint. In all cases, bin and cycle stores are separated.

Stores are accessed from secondary frontages/lower order streets, and where stores are standalone structures, they do not sit forward of the building line. Bin and cycle stores do not occupy more than 30% of public realm frontage, nor exceed 15m in length. In many cases, the standalone stores are also screened by planting and/or street trees.

8.14 Car parking: general

A variety of car parking solutions are provided, including integrated garages, detached garages and car ports, on-plot parking in both side and front positions, on-street bay and parallel parking, and as small parking courts. Parking typologies differ by character area contributing to the differentiation of each area.

All standard parking bays are 2.5 x 5m with a 6m reversing zone.

8.15 Car parking residential

Residential car parking is generally provided in accordance with the ADC: Parking Standards SPD.

Overall there is an under-provision of 10% across all dwellings. The under-provision is due to where 4-bed properties, which require 3 parking spaces, have two on plot parking spaces and a garage that counts as 0.5 of a space, and the apartments, some of which only have a single allocated space, in particular the 1-bed apartments. Located on the intersecting corners of key movement corridors, all of the apartment buildings will benefit from close proximity to the new bus service along the primary street and/or enhanced cycle/pedestrian connections through the site and the wider area, including Ford train station. This, along with the number of services and amenities that will be provided upon completion of the development, is enough to consider this a highly sustainable location which should promote the use of sustainable travel modes and choices. As such RM1 should be compliant with the 10% variation referred to in paragraph 3.3 of the Arun Parking SPD.

Parking courts are used sparingly. Where provided to housing, parking courts are provided to the front of properties replicating the existing development pattern of the adjacent context on Ford Lane. The masterplan layout has been reworked to omit the rear parking courts of previous options.

Rear parking courts are provided to the apartments to assist with separation and avoidance of overlooking of the rear gardens of the adjacent houses. In these locations the parking courts benefit from overlooking from habitable rooms at each level of the apartment building, and the entrance to the parking court is monitored by the living space of the adjacent ground floor flat.

Where larger groups of parking are provided, the courts are broken up by hedging, native scrub and trees, which help reduce the visual prominence of the vehicles and prevent parking dominating frontages or detracting from the character and quality of the street scene.

Where parking is provided to Part M4(2) or M4(3) homes, the spaces are designed with sufficient space around to allow for the future widening of these spaces.



Figure 8.8 RM1 proposed parking plan
(see also application drawing 180641-TOR-RMNH-MP-P008)

Code Compliance Matrix

8 - Homes and buildings (cont.)



Figure 8.9 RM1 proposed refuse strategy plan
(see also application drawing 180641-TOR-RM1-MP-P009)

8.16 Car parking: on street

On street parking consists of bays of 2.5 x 5m with sufficient access pathways. Car parking spaces are designed and located to avoid vehicles oversailing footpaths and cycles ways, and, where parallel to the road, bay lengths are increased to 6m or the end of each bay includes a 45 degree chamfered access.

Where bays are provided on-street, sufficient carriageway widths are maintained for both general vehicle traffic and refuse/emergency access. In mews streets and private drives, local narrowing/pinch points formed by on-street parking permit vehicle access whilst contributing to reducing vehicle speeds.

Visibility splays are clear of boundary treatments and planting higher than 0.6m that is more than 150mm in diameter.

8.17 Car parking: visitors

On-street visitor parking is provided at a ratio of 0.25 spaces per dwelling distributed across the RM1 layout - see RM application drawing 180641-TOR-RM1-MP-P008 (shown in figure 8.8). Bays are 2.5m wide with 0.5m wide access zones where required.

The level of visitor parking exceeds the required 0.2 space/dwelling and will help to mitigate the 10% reduction in residential parking spaces. As the sustainability of the location will not be fully realised until the later phases are complete, visitor parking has been over-provided to compensate for the lower resident provision during the period between completion of RM1 and delivery of the later phases. For further detail, refer to Ardent's RM1 Transport Technical Note, RM1_03.A.

5% of visitor spaces are designed for disabled use.

8.18 Servicing

The RM1 layout has been designed to ensure the servicing strategy complies with BS5906:2005 - Waste Management in Buildings. The street network has been tracked to ensure that the road layout provides suitable access for refuse and emergency services vehicles to all properties. Where the RM1 proposals results in dead end streets, the layouts provide conveniently located turning heads ensuring refuse vehicles are not required to reverse distances greater than 20m

Bins will be kept in a convenient location in the rear garden of all houses. Driveways have been increased to a width of 3.3m ensuring a clear 800mm firm, level path provides space to drag bins to the kerbside on collection days without having to move vehicles.

Where terraced properties are provided, bins will be pulled by residents from their rear garden to a dedicated kerbside collection point, designed to ensure large groupings of bins do not obstruct pedestrian movements along the footpaths. In these situations the residents will not be expected to drag their bins greater than 30m to the collection point.

The apartment buildings will have dedicated communal bin stores located within the footprint of the building or in a standalone structure adjacent to the entrance of the apartment car park.

Collection point locations ensure bin collection crews are not expected to drag bins further than 10m or 15m for 4 wheeled and 2 wheeled bins respectively.

Code Compliance Matrix

9 – Resources

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change	Notes & reference information
9.1 Energy use				
	The development shall follow the energy hierarchy: Be Lean, Be Clean, Be Green, prioritising 'fabric first' passive principles before looking to technical solutions to reduce energy use.	✓		See notes below
	At least 10% of the predicted energy use shall be supplied from decentralised and renewable or low carbon energy sources.	✓		See notes below
	PV panels shall be limited to roofs and set flush with the adjacent roof tiles for pitched roofs.	✓		See notes below
	Water saving fittings shall be incorporated within dwellings to ensure water consumption does not exceed 110 litres / person / day.	✓		See notes below
	All houses shall be provided with a rainwater butt within the rear garden, attached to a rainwater downpipe for collection of rainwater for watering the garden.	✓		See notes below
9.2 EV charging				
	EV charging points shall be delivered in accordance with ADC: Parking Standards SPD and Building Regulations Part S, with the most onerous standard to be met at the time of the RM submission.	✓		See notes below
9.3 Utilities				
	Utilities shall be installed within service corridors within the street network in accordance with the service zones set out in figure 10.2 on page 118.	✓		See notes below
	Plant / equipment / services shall not be visually prominent from the public realm, where possible, in accordance with the bullet points set out in paragraph 10.20 on page 118.	✓		See notes below

9.1 Energy use

All houses and apartments are designed to reduce energy consumption through fabric first principles. All buildings comply with Building Regulations approved documents part L (conservation of fuel and power) and part O (overheating), and are designed to reduce energy consumption by allowing good levels of natural lighting.

PV panels are provided to all dwellings, situated on roofs only and will be integrated flush with the roof tiles.

Dwellings shall be fitted with water saving fittings to reduce water consumption to ensure water consumption is less than 110 litres / person / day.

All houses shall be provided with a rainwater butt within the garden attached to a rainwater downpipe.

9.2 Electric vehicle (EV) charging points

EV charging points will be provided in accordance with the ADC parking standards SPD and Building Regulations approved document part S.

Each house will be provided with an active EV charging point, either wall mounted where the parking arrangement allows, or as a stand alone pedestal. All designated residential parking spaces within the parking courts to the apartments will be provided with an active EV charging point, as a pedestal shared between two spaces with two points per pedestal.

9.3 Utilities

Utilities will be installed within service corridors in the road build-ups as set out in figure 10.2 of the Design Code. Along primary, secondary and tertiary streets, services will be installed below footpaths/ cycleways, with some under carriageway services where required. Service corridors along mews streets and private drives will be primarily within soft verges, with utilities below carriageway where required.

Plant equipment and utilities will be sited so as not to be visually prominent from the public realm. Downpipes and flues have been considered in the elevation design of buildings. Flue and vents will be coloured appropriately to match surrounding materials. Utilities, charging points and heat pumps will be located away from principal building elevations wherever possible. Post boxes and access accessories will be neatly integrated into the design of entrances and fenestration.

Code Compliance Matrix 10 - Lifespan

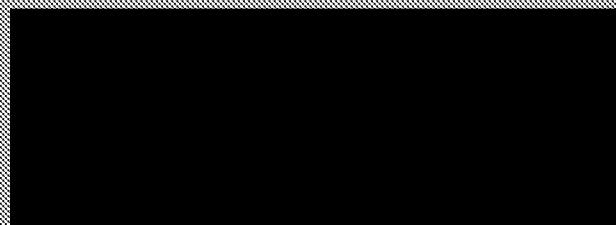
Key requirement	Details	Scheme compliance (✓, X or N/A)	If non compliance, reason for change	Notes & reference information
10.1 Adoption				
10.1 Adoption	Management shall be put in place for all public spaces, including streets and open spaces.	✓		See notes below
10.1 Adoption	Streets offered for adoption shall be designed to meet local Highways Authority standards. All other street types must be designed to allow for use by waste collection vehicles and emergency services.	✓		See notes below

10.1 Adoption

Public spaces, streets and open spaces will be managed by a dedicated management company formed prior to the handover of the phase.

All primary, secondary and tertiary streets will be offered for adoption by the local authority and have been designed to meet local highways authority standards. All streets, including mews streets and private drives that are not being offered for adoption, have been designed to allow refuse collections (for refuse strategy refer to application drawing 180641-TOR-RMNI-MP-P009) and emergency vehicle access.

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