

The Landings, Ford Airfield

Phase RM1 (North)

Design, Access & Design Code

Compliance Statement

RM1_01.B

December 2024



Vistry Group

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Introduction

This document has been produced to demonstrate the compliance of the Reserved Matters - Phase 1 (RM1) with the requirements of the approved parameter plans and Design code for The Landings, Ford.

RM1 is located in the north west of the outline application site and forms the northern gateway to the development, with access provided off Ford Lane.

This document follows the structure of the Code Compliance Matrix, as set out at the end of the Design Code.

Each section includes a brief commentary and series of diagrams demonstrating compliance with the key principles.

Where the proposals deviate from the principles of the outline application or Design Code, these have been identified, and justification is provided, within the relevant section.



Figure 0.1 (left) Design Code figure 2.4: Illustrative masterplan (*layout is indicative only and not a final solution*), with extent of RM1 application indicated.



RM1 BOUNDARY

Figure 0.2 Indicative aerial sketch of illustrative masterplan, with extent of RM1 application indicated.

Code Compliance Matrix

O – Introduction

Key requirement	Details	Scheme compliance (✓, X or N/A)	If non compliance, reason for change	Notes & reference information
O - INTRODUCTION				
O.1 The Landings vision	The proposals shall positively address and deliver the vision for The Landings as set out on page 6 and the opportunities for the site as set out on page 18 within the Context section.	✓		See notes below
O.2 Parameter plan: green & blue infrastructure	The scheme shall comply with drawing RG-M-121 Revision N Green & Blue Infrastructure Parameter Plan approved as part of the outline planning permission (ref. F/4/20/OUT).	✓		See notes on minor infringements and compensation below
O.3 Parameter plan: access & movement	The scheme shall comply with drawing RG-M-122 Revision M Access & Movement Parameter Plan approved as part of the outline planning permission (ref. F/4/20/OUT).	✓		See notes below
O.4 Parameter plan: land use & density	The scheme shall comply with drawing RG-M-123 Revision L Land Use & Density Parameter Plan approved as part of the outline planning permission (ref. F/4/20/OUT).	✓		See notes below

O.1 The Landings vision

RM1 will positively address and deliver the vision for The Landings by contributing to the 7 key objectives identified on Page 18 of the Design Code, where applicable.

In particular RM1 will contribute to creating strong links to historic Ford through the architectural language, materials and landscape treatments. The proposals draw inspiration from the highest quality examples of the disparate parts of Ford, ensuring the proposals are locally distinctive and providing cohesion between existing Ford and the northern edge of The Landings development. (Page 18, Opportunities Bullet 1 & 3)

The new northern gateway and proposed primary street have been positioned to the east of the existing mature tree belt that extends into the site from Ford Lane. With the exception of some small breaks for access to the St Mary's Meadow character area, this allows this tree belt to be retained in its entirety, framing the western edge of the initial section of the primary street. The proposals also make allowance to extend and reinforce this tree belt to the north onto Ford Lane, screening the western proposals of the RM1 to create a green, asymmetric gateway that reflects the rural character of Ford Lane. (Page 18, Opportunities Bullets 1 & 5)

The new landscape space and planting along the western boundary of RM1 provides a visual buffer to the development from Yapton and Church Lane Conservation Area, with small pockets of play and public open space. This is complemented by the east-west streets which include widened verges that provide opportunities for enhanced planting that will provide an attractive, green network of streets for all to enjoy. (Page 18, Opportunities Bullet 4)

O.2 Parameter plan – green and blue infrastructure

The proposals generally comply with the outline parameters.

Along Ford Lane, the proposals are pulled back to provide a landscape setting.

The existing tree belt is extended up on the western side of the primary street around to Ford Lane, largely screening the proposed development west of the roundabout. On the opposite side, gaps in the tree planting are provided to the south east of the roundabout to provide glimpsed views of the development. This creates the desired 'green gateway' appropriate of the rural context.

The proposed private drives along the western boundary do make some very minor infringements on the zone identified as open space/buffer planting on the parameter plans. These are compensated by swelling of the landscape buffer at the intersection with each east-west street and the Arun Way, so that the overall area for the buffer zone along this edge is greater than the area identified on the green and blue infrastructure parameter plan. This allows the openness of the surrounding rural landscape to flow further in to the development and creates greater variation in the building line along this boundary, in line with ADC Design Officer comments. All residential built form (including dwellings and garages), private front gardens and private parking spaces are located within the built development zone identified on the parameter plans.

A foul pumping station is located near the boundary to the south-west of the parcel. This has been located within the buffer zone to comply with technical constraints (including maintenance and the cordon sanitaire) and to allow visual screening of the station.

O.3 Parameter plan – access and movement

The northern access and alignment of the primary street are subject to a separate RM application for the site's wider infrastructure, although the plan on the following page demonstrates that both are in full compliance with the requirements of the outline parameter plans.

Code Compliance Matrix

O - Introduction (cont.)



Figure 0.3. Outline parameter compliance - green and blue infrastructure

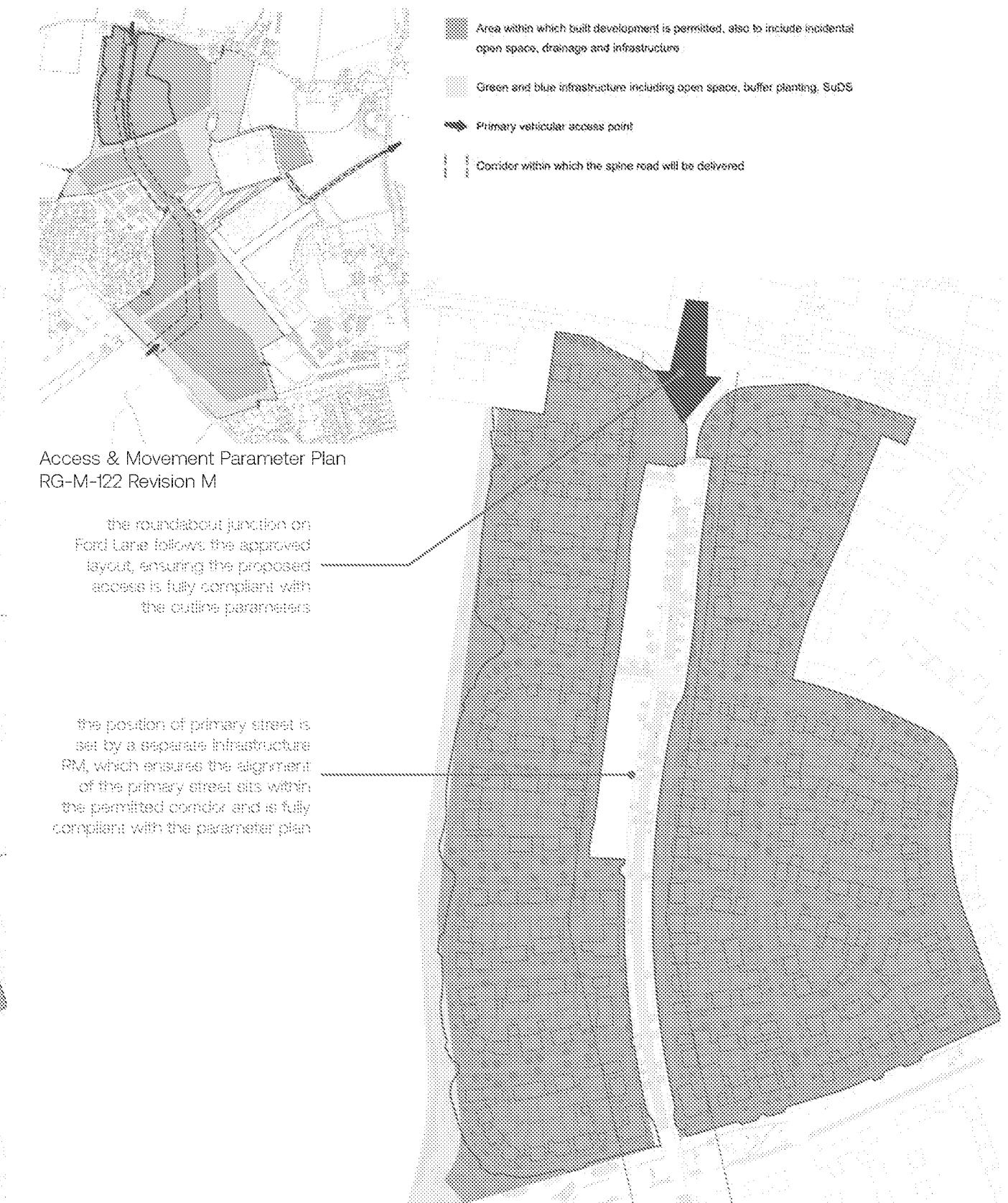


Figure 0.4 Outline parameter compliance - access and movement

Code Compliance Matrix

0 – Introduction (cont.)

0.4 Parameter plan – land use and density

Within the RM1 boundary, the land use and density parameter plan includes lower density and medium density housing, which can be delivered at 20 - 35 dph and 27.5 - 42.5 dph respectively.

The local centre and employment uses will be brought forward in future reserved matters applications and so RM1 only includes residential uses.

The diagram to the right demonstrates that the proposed densities are in full compliance with the requirements of the land use and density parameter plan.

To address the character area requirements of the Design Code, density is considered in further detail within the 'BUILT FORM' section of this compliance document.



Figure 0.5. Outline parameter compliance – land use and density

Code Compliance Matrix

1 - Context

Key requirement	Details	Scheme compliance (v, X or N/A)	If non compliance, reason for change	Notes & reference information
1 - CONTEXT				
1.1 Heritage	The proposals shall draw upon and celebrate the site's heritage assets of the former Portsmouth and Arundel Canal alignment and Runway 07.	N/A		Canal & Runway 07 outside RM1
1.2 Site constraints	The proposals shall respond to the site constraints set out on page 18, including odour exclusion zones, existing tree belts, PROW, adjacencies to industrial uses, and interface with the context.	v		See notes below
1.3 Existing settlements	The proposals shall draw upon the character of the local area whilst ensuring the existing settlements adjacent retain their own distinctive identities and avoid coalescence by adhering to the edge conditions.	v		See notes below

1.1 Heritage

The RM1 application does not include any of the site's heritage assets.

However it does provide the transition into the Heart of Ford character area, within which the Canal Corridor is located, when arriving from Ford Lane. To assist with this, the proposals do include 'wharf' inspired apartments along the Arun Way on the application's southern boundary where they will interact with the proposals for the Heart of Ford character area in a Future RM.

1.2 Site Constraints

The proposals positively respond to the site constraints, as identified in figure 1.6 of the Design Code.

These include the approved vehicular access, primary street alignment and retention of the existing tree belt that runs north to south along the primary street, as previously described within the **INTRODUCTION** section of this code compliance statement.

The proposed building lines and landscape respond appropriately to the open boundary in the west and the Arun Way in the south, as described in more detail within the relevant character area of the **IDENTITY** section.

1.3 Existing Settlement

The proposals of RM1 adhere to the edge conditions proposed within the Design Code.

To sensitively integrate the proposal within the rural context, the western boundary provides a loose development edge which, along with the landscape buffer, provides a similar design response to that found on the Meadow Gardens development on the edge of Yapton to the west.

Along Ford Lane, the buildings are set back substantially from the road and the layout incorporates small courtyards, similar to those found further east along Ford Lane.

The sensitive integration of the proposals is a fundamental function of the St Mary's Meadow and Ford Lane character areas, and so this is described in more detail in the **IDENTITY** section later in this document.

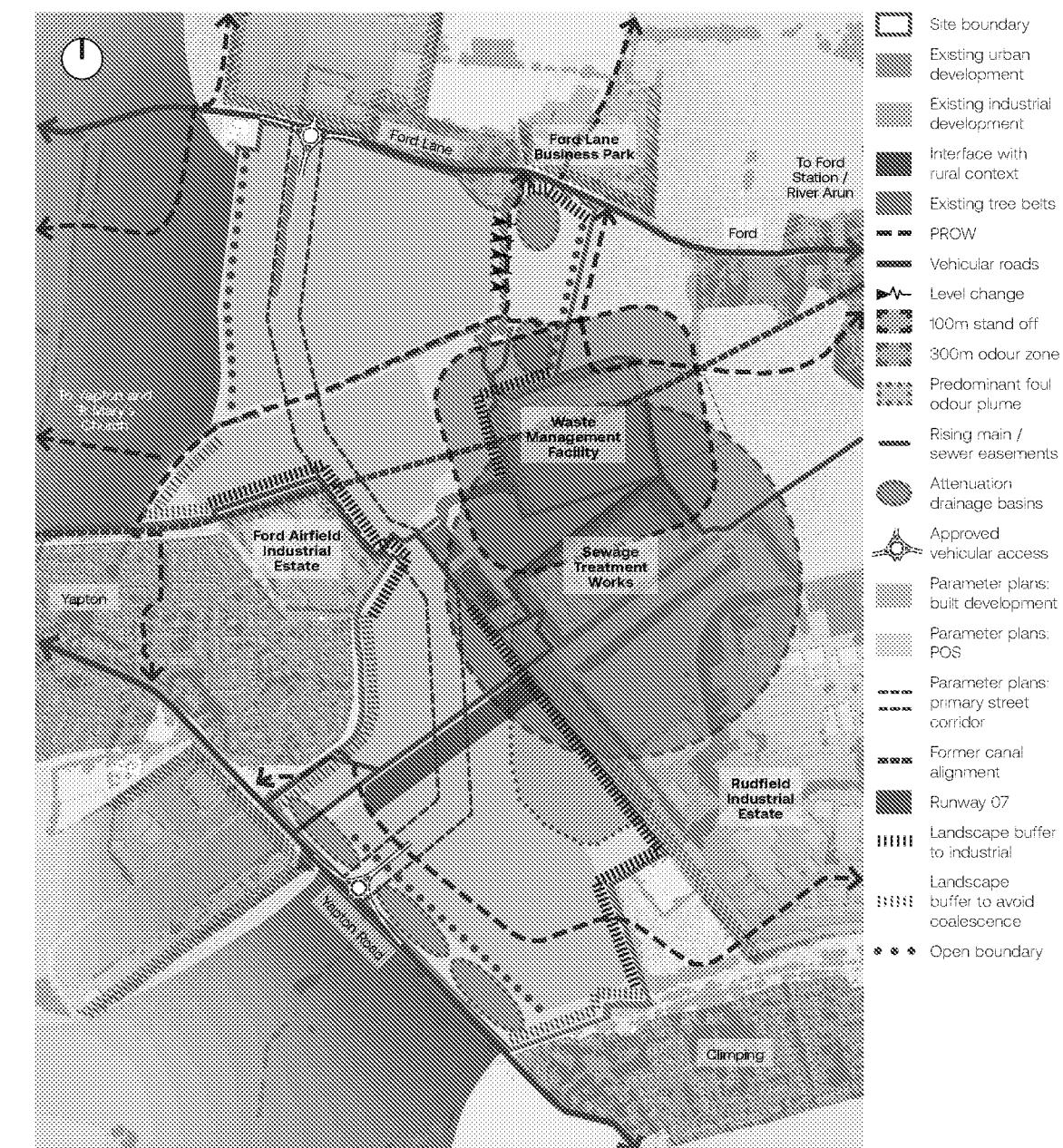


Figure 1.1 Design Code figure 1.6: Site constraints plan

Code Compliance Matrix

2 - Building with nature

Key requirement	Details	Scheme compliance (✓, X or N/A)	If non compliance, reason for change	Notes & reference information
2 - BUILDING WITH NATURE				
2.1 Public open space	<p>The overall development shall provide a minimum 16.43ha of net open space, including greenspace, parks and gardens, play provision, sports pitches and allotments, but excluding SuDS and road verges, as set out in paragraph 3.8 on page 25.</p> <p>The park shall incorporate all the functions listed under paragraph 3.24 on page 28.</p> <p>The design of the park shall retain or divert and upgrade the existing PRoW 363 and 366 to minimum 3 metre wide bridleway which provides links to Yapton and Ford, and provide a new pedestrian / cycle link to the proposed local centre.</p>	✓ N/A		See notes below To be delivered as part of the Infrastructure RM
2.2 Landings Green	<p>Dwellings shall overlook the park to ensure a strong development edge and provide natural surveillance of the public open space.</p> <p>A 10 metre woodland buffer shall be provided along the boundaries with the neighbouring industrial uses in accordance with the green & blue infrastructure parameter plan.</p> <p>The design of the park shall retain existing trees wherever possible and incorporate new planting with a high proportion of native species.</p> <p>The park shall incorporate all the functions listed under paragraph 3.35 on page 30.</p>	N/A N/A N/A		To be delivered as part of the Infrastructure RM To be delivered as part of the Infrastructure RM To be delivered as part of the Infrastructure RM
2.3 Arun Way	<p>The design of the park shall follow the alignment of the existing PRoW 363, which shall be retained (or diverted) and upgraded to minimum 3 metre wide bridleway to provide an E-W link to Yapton and Ford beyond.</p> <p>Dwellings shall overlook the park to ensure a strong development edge and provide natural surveillance of the public open space.</p>	N/A ✓		To be delivered as part of the Infrastructure RM See notes below
2.4 Runway Park and Ryebank Park	<p>The design of the park shall retain existing trees wherever possible and incorporate new predominantly native and ornamental planting.</p> <p>Runway Park shall incorporate all the functions listed under paragraph 3.47 on page 32.</p> <p>The design of the park shall retain or divert and enhance the existing PRoW 175 between Yapton and Climping, with additional pedestrian links to Rollaston Park and Horsemere Green Lane.</p> <p>Buffer planting shall be provided along the eastern boundary with the neighbouring industrial uses and the southern edge adjacent to Climping in accordance with the green & blue infrastructure parameter plan.</p>	N/A N/A N/A		To be delivered as part of the Infrastructure RM To be delivered as part of the Infrastructure and Phase 4 RMs To be delivered as part of the Infrastructure and Phase 4 RMs
2.5 Canal Corridor	<p>A new linear park of min. 15m wide shall be provided along the full length of the former Portsmouth and Arundel Canal alignment that celebrates this heritage asset, in accordance with the principles set out on pages 34-45. It should include a neighbourhood park of minimum 0.2ha as well as play space.</p> <p>Visual clues shall be provided through the landscape design, including a 4m wide depression of 0.3-0.5m / rain garden for the entire length of the canal route within the site, along with public art and interpretation boards that communicate the canal's history. A water feature, minimum 4m by 10m, must be included adjacent to the Lock Keepers Wharf, a distinct landmark building along the canal alignment.</p> <p>The built form shall mirror the canal's linear geometry with a consistent building line and rhythm. All dwellings must front the canal corridor.</p>	N/A N/A		Future phase RM Future phase RM

Code Compliance Matrix

2 - Building with nature (cont.)

Key requirement	Details	Scheme compliance (✓, X or N/A)	If non compliance, reason for change	Notes & reference information
BUILDING WITH NATURE (CONT.)				
2.6 Runway Corridor	A linear branch of the Runway Park shall follow the existing alignment of Runway 07, reflecting the strong rectilinear alignment of the runway and celebrating the site's former use as an airfield, in accordance with the principles set out on pages 36-37. A series of low level lighting and a strong avenue of trees (both at max. 10m intervals) shall define and emphasise the path of the former runway.	N/A		Future phase RM
	A heritage themed walk shall be provided along the length of the park along with public art and interpretive material that communicates the site's history as a former military and civilian airfield.	N/A		Future phase RM
	The built form shall further emphasise the runway's geometry, creating a bold development edge with a strong repeated rhythm in the roof profile, facade, boundary treatments and building line.	N/A		Future phase RM
2.7 Play	A policy compliant 1.815ha of formal play space must be provided.	✓		Contributes to site wide provision - see notes below
	A combination of formal and informal play spaces, including equipped, playable space, and play and fitness trails, shall be provided for all age and gender groups.	✓		Contributes to site wide provision - see notes below
	Play spaces shall follow the theming set out on pages 40-41.	✓		See notes below
	Play spaces must be well located on clearly way marked pedestrian and cycle routes with good levels of natural surveillance from the surrounding built form.	✓		See notes below
	LAPs shall incorporate all the components listed under paragraph 3.120 on page 46.	✓		See notes below
	LEAPs shall incorporate all the components listed under paragraph 3.126 on page 47.	N/A		No LEAPs in, or adjacent to, RM1
	A NEAP/Track Zone shall be provided adjacent to the formal sports provision. The NEAP shall incorporate all the components listed under paragraph 3.132 on page 48. The Track Zone shall be a high quality, stand-alone, destination play feature of min. 2000sqm, incorporating a wheeled sports track.	N/A		No NEAP/Track Zone in, or adjacent to, RM1
	Planting should follow the principles set out in table 3.1 on page 50. The complete species mix must be highly diverse, utilising cultivars which are known to be resilient to both climate change and drought conditions, and avoid invasive species and species prone to diseases or pests as identified by DEFRA.	✓		See notes below
	Woodland / landscape buffers to be provided along the boundaries, including with Horsemere Green Lane and the adjacent industrial uses, in accordance with the approved green & blue infrastructure parameter plan, sufficient to reduce the visual effect on neighbouring receptors to nominal as intended by the outline planning submission Environmental Statement.	✓		See notes below and within the INTRODUCTION section
	The development shall incorporate SuDS features to reduce flood risk as an integral part of the green infrastructure, providing recreational and wildlife habitat benefits in addition to its drainage functions.	✓		See notes below
2.9 Blue infrastructure and swales	Swales shall avoid engineered, rectilinear forms in favour of a naturalised 'soft' varied profile.	N/A		No swales within RM1
	Attenuation basins shall incorporate shallow sloping sides in accordance with ROSPA guidance to avoid the need for fencing around them.	N/A		No attenuation basins within RM1
	Headwalls and retaining walls shall be constructed using appropriate materials, favouring gabionis filled with flint rubble, and avoiding brick or bare pre-cast concrete walling.	N/A		No headwalls or retaining landscape structure within RM1
2.10 Biodiversity	The proposals shall conserve and enhance habitats for protected and valued species, as well as supporting an increase in biodiversity, in accordance with trained ecologist's guidance.	✓		See notes below

Code Compliance Matrix

2 - Building with nature (cont.)

2.1 Public open space

As they contribute to other site wide strategies, such as wider movement and drainage, much of the public open space for the north of the development is included within the Infrastructure RM. This includes both Landings Green, Arun Way and St Mary's Meadow.

2.2 & 2.3 Landings Green, Arun Way & St Mary's Meadow

As noted above, Landings Green, Arun Way & St Mary's Meadow will be submitted as part of the separate Infrastructure RM.

Where the Arun Way and St Mary's Meadows interfaces with the RM1 proposals, the layout of the housing ensures easy, direct connection to this key movement corridors and includes high levels of natural surveillance from the properties that front on to it.

2.4, 2.5 & 2.6 Runway Park, Ryebank Park, Canal Corridor & Runway Corridor

There is no interaction between the RM1 proposals and these public spaces and so these sections are not applicable to this Reserved Matters application.

2.7 Play

As noted above, Landings Green, Arun Way & St Mary's Meadow will be submitted as part of the separate Infrastructure RM.

The locations and distribution of these follow the play strategy diagram in figure 3:15 of the Design Code. Further details of their size and design can be found on the landscape application drawing RMIN-XX-DR-L-P-014, 015, & 017, including number of distribution of individual play experience features.

The specification of the play features is to be determined via condition in coordination with Arun District Council, but shall be based on the theme of The Farm for St Mary's Meadow, as set out on pages 40-41 of the Design Code. The mix of play features will predominantly target young children under 5, with a strong focus on role play and creative expression, as well as movement, balance and agility.

A range of additional play areas for the use of the residents of RM1, and the wider development, are included within the Arun Way and Landings Green. Further details of these can be found within the application drawings of the Infrastructure RM.

The block structure of RM1 provides high levels of natural surveillance from the surrounding properties to all play spaces adjacent to RM1, whilst ensuring the proximity of the play spaces do not adversely effect the amenity of these dwellings.

2.8 Planting

The principal underlying strategy is to maximise the ecological value of the larger public open spaces, the St Mary's Meadow, Arun Way, Landings Green, Runway Park and Ryebank Park, and provide connectivity between proposed habitat types within the broader green infrastructure. The residential

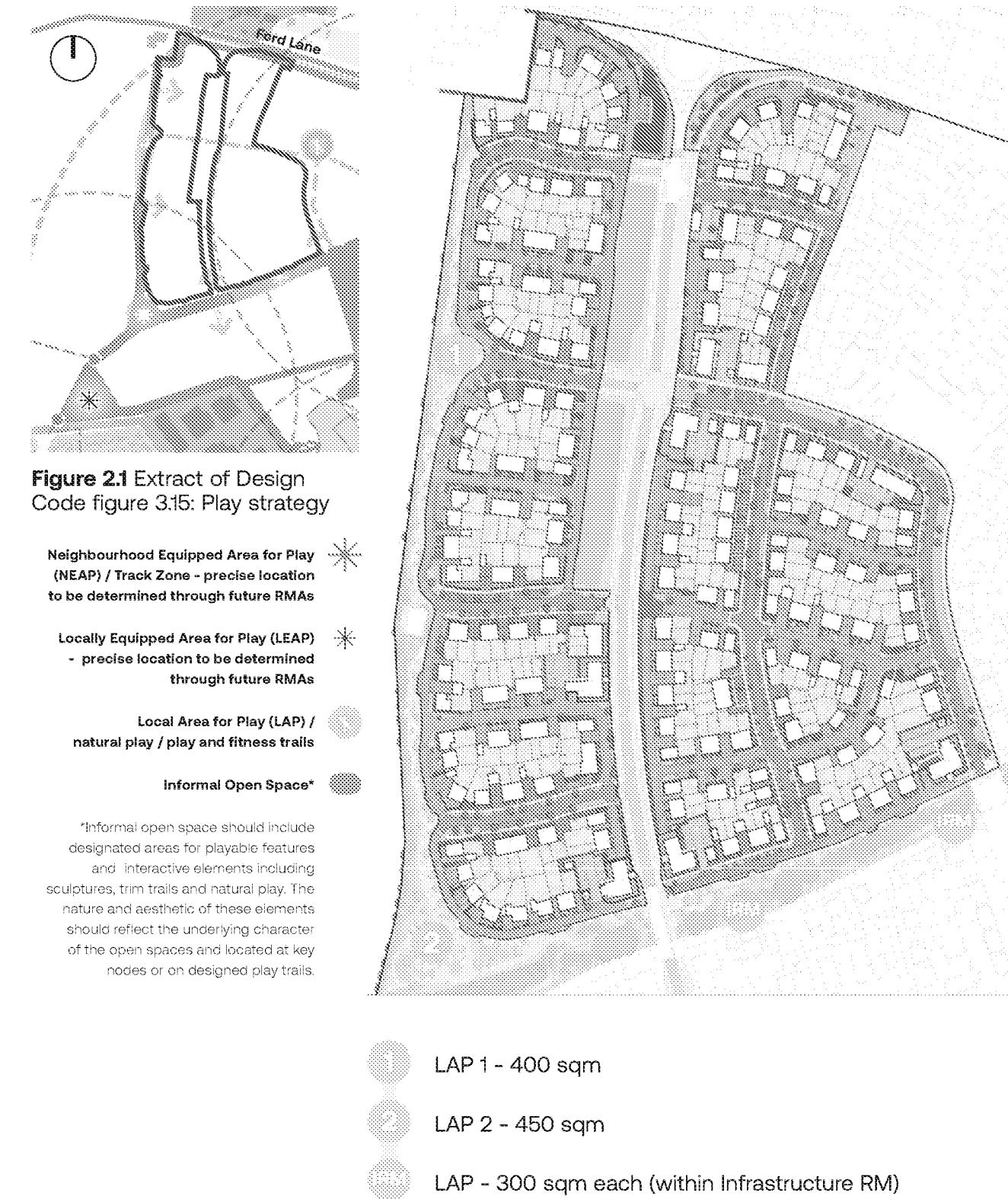


Figure 2.2 RM1 play distribution

Code Compliance Matrix

2 - Building with nature (cont.)



Figure 2.3 RM1 biodiversity enhancements

streets are supplementary to this but seen as an important element of the ecological strategy as well as maximising the visual amenity of the development. Private gardens and small ancillary spaces within the residential streets have been designed with a very high component of wildlife beneficial species, selected not just for their ecological value but also because of the seasonality and amenity value that they offer.

Species have been selected based on aspect, space available, soil type, seasonality, and residential and visual amenity, as well as long term viability and resilience to climate change. The planting proposals are therefore fully compliant with the planting strategy set out in the Design Code.

Planted buffer zones are provided along the site boundaries in accordance with the parameter plans.

2.9 Blue infrastructure and swales

Surface water run-off from RM1 will discharge via underground pipes into the attenuation basins within Landings Green, before discharging into an ordinary watercourse located to the north of the site, at a rate restricted to the equivalent mean greenfield runoff rate. Details for the strategic drainage infrastructure, including the blue infrastructure within Landings Green, is covered by a separate Infrastructure RM.

In addition to the site wide drainage strategy, each house will have a rainwater butt within the rear garden for rainwater collection and reuse by residents e.g. to water the garden.

There are no swales proposed within the northern part of the site, including RM1.

2.10 Biodiversity

In addition to the planting proposals and strategy outlined above, an ecological strategy has been conceived to protect and enhance biodiversity and opportunities for wildlife on-site. An Ecological Enhancement Plan has been prepared and submitted with the application, which details the habitat creation and enhancement measures that will promote protected or otherwise notable species and enhance the overall biodiversity and ecology of the site. The measures outlined are comprehensive and contribute to an overarching approach to increase biodiversity on site, in accordance with the requirements set out in the Design Code.

Code Compliance Matrix

3 - Movement

Key requirement	Details	Scheme compliance (✓, X or N/A)	If non compliance, reason for change	Notes & reference information
3.1 Movement framework				
3.1.1 Street hierarchy	The development shall provide a clear street hierarchy of primary, secondary, tertiary and mews streets following the principles of the movement framework in figure 4.1 on page 55.	✓		See notes below
3.1.2 Speed management	The development shall be designed to reduce vehicle speeds by stepping down to the lowest suitable hierarchy street as quickly as possible.	✓		See notes below
3.1.3 Pedestrian and cycle routes	The development shall incorporate an attractive and connected network of pedestrian and cycle routes across the site that link with existing PRoW and promote sustainable travel.	✓		See notes below
3.1.4 Cycle crossings	Cycle crossings at road junctions shall be designed in accordance with LTN 1/20.	✓		See notes below
3.1.5 Nodal points	Where primary and secondary streets cross principal open spaces, these shall create a nodal point within the built form, creating a gateway that signifies a transition into the next character area.	N/A		To be delivered as part of the Infrastructure RM
3.2 Primary street	The primary street shall provide a central N-S spine to the development within the defined corridor on the access & movement parameter plan.	N/A		To be delivered as part of the Infrastructure RM
3.3 Sustainable travel	The alignment of the primary street shall comply with the requirements set out in paragraph 4.16 on page 56.	✓		See notes below
	The primary street shall be designed to accommodate buses in both directions. Bus stops shall be located at a maximum of 400m apart, with a minimum of three bus stops on both sides serving the local centre and the northern and southern neighbourhoods.	N/A		To be delivered as part of the Infrastructure RM
	The proposed development shall maintain and improve direct pedestrian and cycle connections across the site towards Ford Rail Station.	✓		See notes below

3.1 Movement framework

The proposed RM1 street hierarchy is indicated in figure 3.3 on the following page. It adheres to the movement framework principles set out in figure 4.1 of the Design Code.

The primary street, which is set through the Infrastructure RM, is complemented by a secondary street that extends eastwards across the northern neighbourhood before turning south to cross the Arun Way, where it will provide future connections to the sports pitches and local centre within the Heart of Ford.

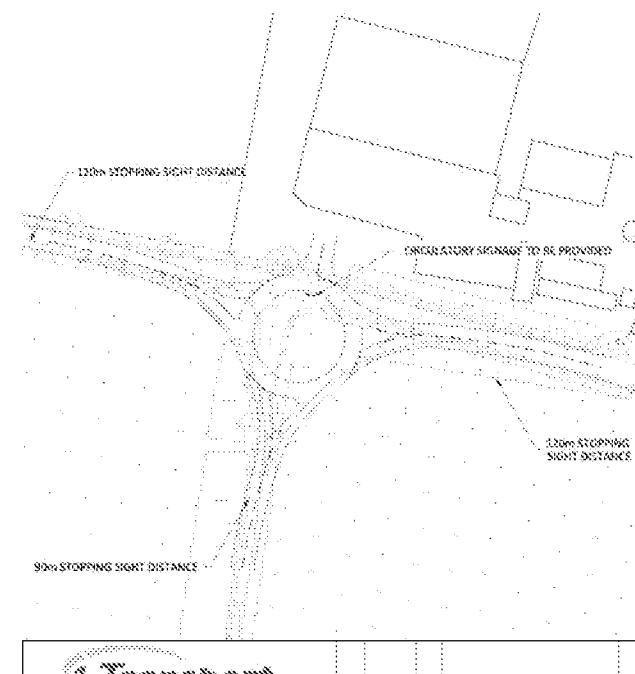
Both the primary and secondary streets include segregated pedestrian and cycle routes in accordance with the indicative street sections within figures 5.2 and 5.3 of the Design Code.

The remaining streets step down to the lowest appropriate street hierarchy as quickly as possible, to reduce vehicle speeds and prioritise pedestrian and cycle movements through the residential areas.

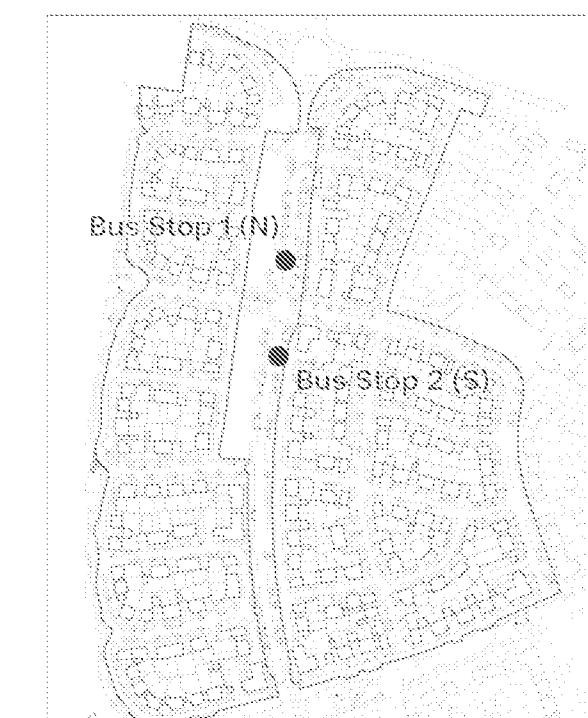
Planted verges and street trees are included to all streets generating an attractive and well connected network of streets and wildlife corridors.

3.2 Primary street

The primary street is to be delivered as part of the Infrastructure RM. Whilst this ensures that for its entire length the primary street has a suitable alignment and meets all the principles set out in paragraph 4.16 on page 56 of the Design Code, the design of the RM1 proposals work in conjunction with this to achieve a



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B 02.10.29	ISI COMMENTS RECEIVED
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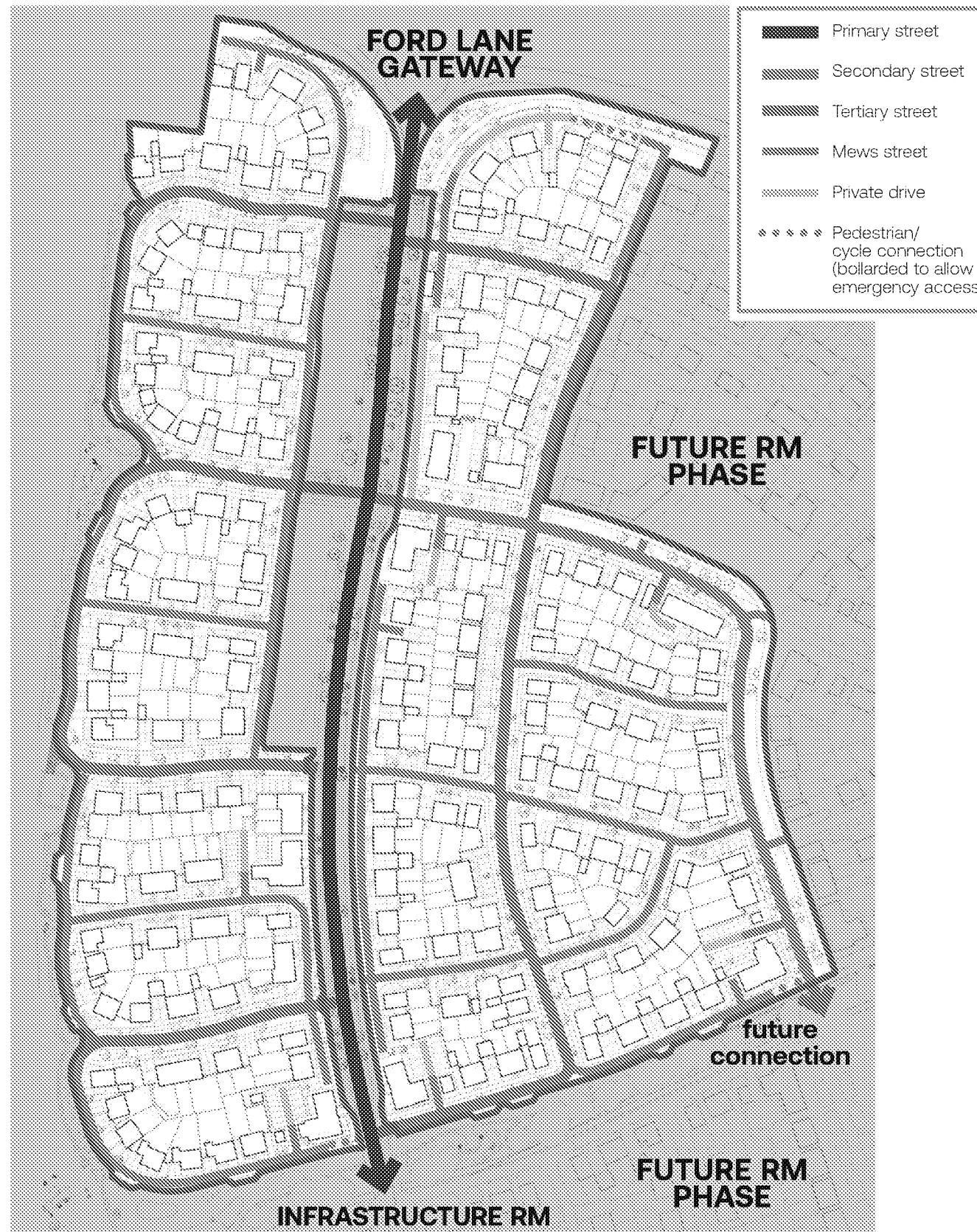
Bus Stop 3 (N)

Figure 3.1 Ford Lane roundabout junction (as approved at outline)

Figure 3.2 RM1 bus stop locations

Code Compliance Matrix

3 - Movement (cont.)



suitable character and variation, along the length of the primary street adjacent to RM1, in accordance with the principles set out for northern neighbourhood within paragraphs 4.19 to 4.21 of the Design Code.

The primary street is accessed via a new roundabout junction on Ford Lane in the north, which was approved as part of the outline application.

Along the eastern side of the primary street at the northern end, the RM1 building line is set back 23m from the carriageway, increasing to 28m at the gateway where the properties front on to the new roundabout. This provides a wider verge where additional trees will allow the sylvan character of Ford Lane to extend down into the development and assist with the transition between Ford Lane and the proposals.

Moving south of the secondary street junction, the buildings step forward to tighten the primary street corridor, signifying a transition to the Arun Way and Landings Green character area.

Further south, the existing tree belt to the west of the primary street stops. At this point, the building line along the western edge steps forward, introducing buildings fronting on to the primary street to retain a sense of enclosure and assist with the transition to the Heart of Ford character area south of the Arun Way.

3.3 Sustainable travel

To encourage active travel and healthy lifestyles, the design of the RM1 proposals create a permeable block structure that prioritises pedestrian and cycle activities over vehicular movements.

The deformed grid block structure provides direct connection back to the footpaths and cycleways along the primary and secondary streets from all areas of the RM1 application site.

The north to south streets and western landscape buffer provide links to the Arun Way and the existing PRoW, which will be upgraded to bridleway as part of the Infrastructure RM, providing enhanced pedestrian and cycle connections to Yapton in the west and Ford Road, and onwards to Ford Station and the river, in the east.

The alignment of the east to west streets gently curve southwards as they extend to the east, establishing alignments that through the future phases to the east will permit more direct routes to Landings Green and historic Ford at a future date.

The cycleway and footpath along the secondary street supplements those along the primary street and will provide safe, segregated connections to Arun Way, as well as future links to the formal sports pitches and local centre in the Heart of Ford character area that will be delivered within a future RM.

Rather than encourage additional cycle movements along the narrow Ford Lane, the primary street cycleway filters into the private drives that curve around to the northern edge of the development. The RM1 proposals provide the first 3m wide connection in this area, which should be continued through the future phases to provide a safe pedestrian and cycle connection between the northern gateway and the northern end of Landings Green.

Within the Infrastructure RM, the primary street will include bus stops every 400m. RM1 will benefit from three of these bus stops ensuring almost all properties sit within a 5 minute walk of a bus service.

Further details of the active travel strategy and public transport can be found within the Transport Statement that accompanies the RM1 application.

Figure 3.3 RM1 street hierarchy

Code Compliance Matrix

4 - Public space

Key requirement	Details	Scheme compliance (✓, X or N/A)	If non compliance, reason for change	Notes & reference information
4 - PUBLIC SPACE				
4.1 Neighbourhood greens	The three neighbourhoods shall incorporate at least one central neighbourhood green of a minimum 0.2ha in accordance with the green & blue infrastructure parameter plan.	NA		Future phase RM - secondary street establishes connection to the space in accordance with the illustrative masterplan
4.2 Primary street	The primary street shall be designed in accordance with the matrix in table 5.1 on page 61.	NA		To be delivered as part of the Infrastructure RM
4.3 Secondary streets	Secondary streets shall be designed in accordance with the matrix in table 5.2 on page 62.	✓		Dimensionally compliant variants included - see notes below
4.4 Tertiary streets	Tertiary streets shall be designed in accordance with the matrix in table 5.3 on page 63.	✓		See notes below
4.5 Mews streets	Mews streets shall be designed in accordance with the matrix in table 5.4 on page 64.	✓		See notes below
4.6 Tree strategy	All street typologies must allow for the opportunity for street trees to create a network of green streets connecting the public open spaces.	✓		See notes below
	Tree planting shall follow the principles set out in table 5.5 and the bullet points in paragraph 5.31 on page 65.	✓		See notes below
4.7 Public realm materials	Hard surfaces are to be designed to be robust and accessible to all, avoiding loose surface materials.	✓		See notes below
	Hard surface materials are to have natural tones that complement the built form, avoiding a patchwork appearance or significant variations in colour or tone.	✓		See notes below
	Demarcations within shared surfaces shall be through subtle changes in paving direction, texture, or low profile kerbs.	✓		See notes below
4.8 Street furniture	Street furniture shall be provided throughout the development in a co-ordinated approach. The design and materials should enhance the different character areas and be hard-wearing, robust, low maintenance, vandal resistant and fit for purpose by all, with a detailed layout and proposals to be provided alongside each RMA.	✓		See notes below
4.9 Lighting	Sensitive street lighting shall be provided within public spaces and along streets to ensure they are safe places at all times of the day, without impacting on residents or wildlife.	NA		To be delivered as part of the Infrastructure RM
4.10 Public art and signage	Public art and signage shall be provided to celebrate the site's heritage assets and contribute to the distinctiveness of The Landings at key nodal and focal points in line with the principles set out on pages 68-69 and figure 5.8.	NA		Future phase RM

4.1 Neighbourhood Greens

Both the Design Code and the green and blue infrastructure parameter plan require a 0.2ha neighbourhood green toward the centre of the northern neighbourhood.

The RM1 proposals work on the principle that this will be provided in the location indicated on the illustrative masterplan, outside of the RM1 application site. This has informed the positioning of the apartment building (plots 223-231), which will hold the southern edge of this public space once it is delivered at a future date.

4.2 Primary Street

The primary street will be delivered through the Infrastructure RM in accordance with Table 5.1 on page 61 of the Design Code, including minimum dimensional requirements of the carriageway, footpath and verges adjacent to the carriageway.

Whilst a long, central stretch of the RM1 primary street will follow the indicative northern neighbourhood section provided within figure 5.1 of the Design Code, the northern and southern extent of the RM1 primary street will differ to create suitable variations in character, as found throughout the other linear inland Arun villages, which will assist with the transition from the rural edge to the future local centre at the heart of the development.

Code Compliance Matrix

4 - Public space (cont.)

4.3 Secondary Streets

The dimensional requirements of the secondary street carriageway, footpath and verges will all be delivered in accordance with Table 5.2 on page 62 of the Design Code. The secondary street will include a widened verge of 5m on one side for the entire length of the RM1 application site, providing opportunities for larger street trees and the occasional short run of perpendicular parking.

4.4 Tertiary Streets

The dimensional requirements of the tertiary streets carriageway, footpath and verges will all be delivered in accordance with Table 5.3 on page 63 of the Design Code. Some tertiary streets within the St Mary's Meadow character area will include a widened verge of 5m to enhance the green character of the east to west streets, as well as providing opportunities for larger street trees and the occasional short run of perpendicular parking.

4.5 Mews Streets

The dimensional requirements of the tertiary streets carriageway, footpath and verges will all be delivered in accordance with Table 5.4 on page 64 of the Design Code. The RM1 proposals also include a series of private drives, predominately where the mews streets become a dead end, serving only a small number of homes. Where practical, mews streets and private drives have been incorporated adjacent to the public open spaces and landscape buffers where the shared surface and narrower carriageway will reduce vehicle speeds and prioritise pedestrian and cycle movements throughout the full width of these pedestrian movement corridors.

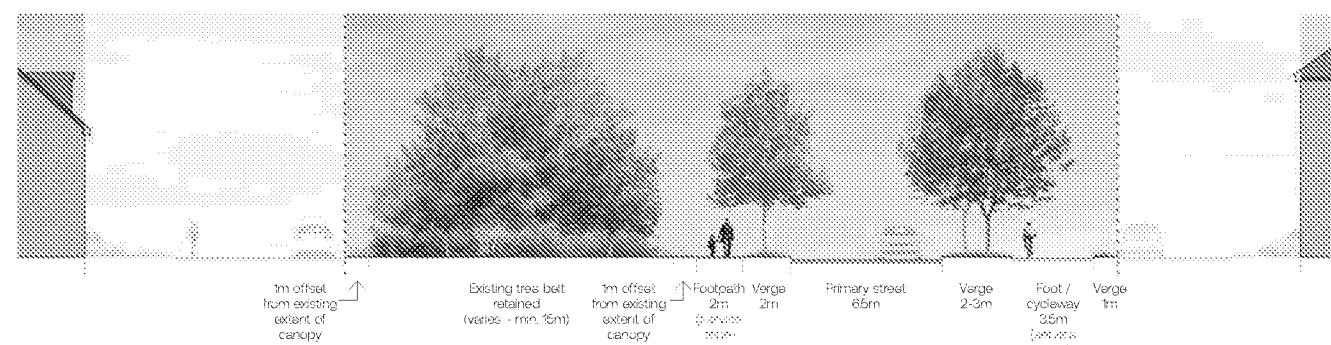


Figure 4.1 Design Code figure 5.2: Indicative primary street section

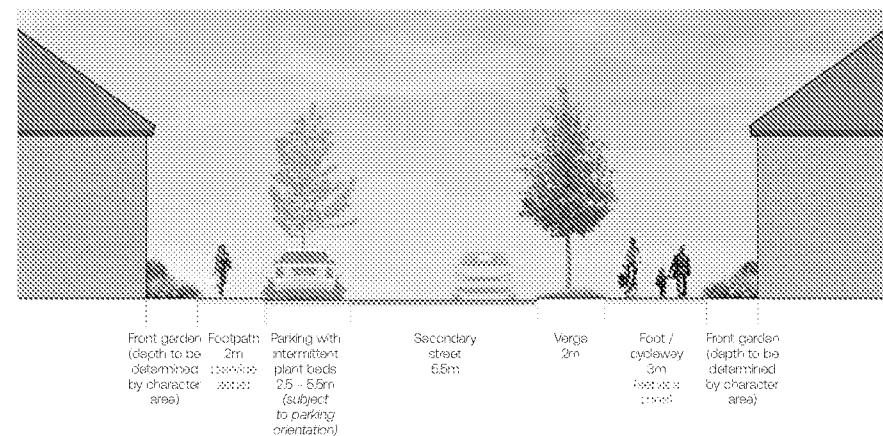


Figure 4.2 Design Code figure 5.3:
Indicative secondary street section

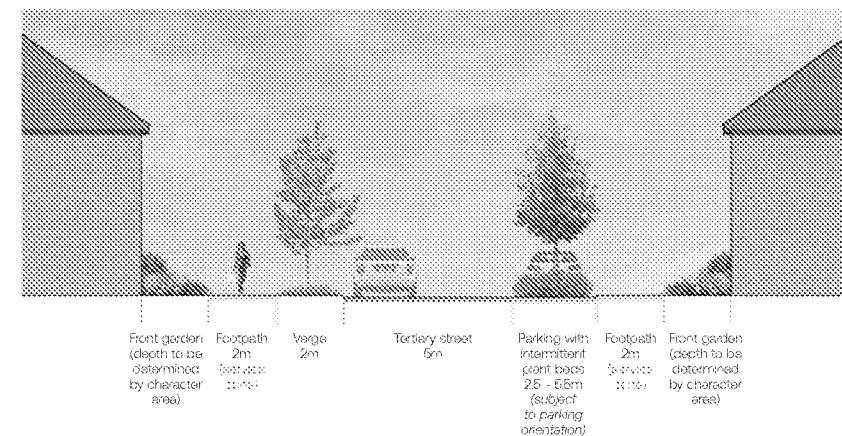


Figure 4.3 Design Code figure 5.4:
Indicative tertiary street section

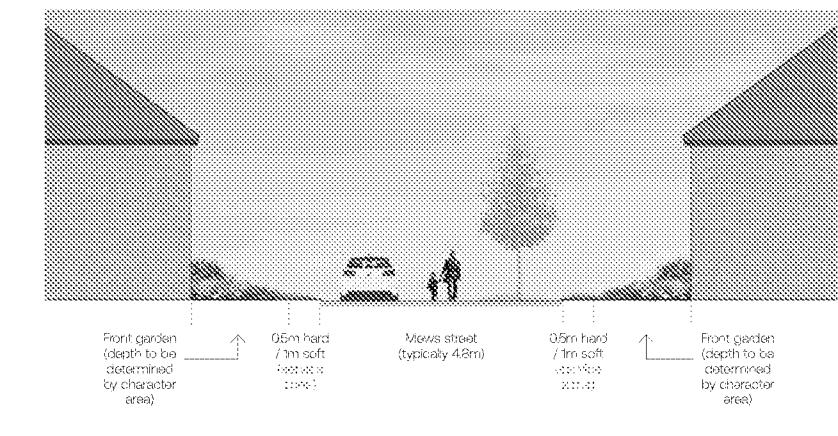


Figure 4.4 Design Code figure 5.5:
Indicative mews street section

Within the St Mary's Meadow character area, the mews streets / private drives within the middle of the larger perimeter blocks tighten to 3.7m with bollards at one end. This will permit high levels of permeability for cyclists and pedestrians but restrict vehicle movements to emergency access only, should this ever be required.

4.6 Tree strategy

The tree species proposed reflect the local native trees found on site and offer a variety of crown shapes and forms from broad rounded/oval and wide pyramidal crowns to columnar and upright form. The tree species selected are in accordance with the Design Code table 5.5, supplemented with additional species to create strong seasonal interest and a variety of leaf colour and forms.

4.7 Public realm materials

Details of the public realm materials can be found on the landscape hardworks and boundaries application drawings, RM1-XX-DR-L-P-002 to P011, and will be in accordance with page 66 of the Design Code.

4.8 Street furniture

Details of the street furniture can be found on the landscape hardworks and boundaries application drawings, RM1-XX-DR-L-P-002 to P011. The street furniture within RM1 will be of predominantly timber construction to reflect the semi-rural nature of this part of the site, in accordance page 67 of the Design Code.

4.9 Lighting

The lighting strategy forms part of the Infrastructure RM. It has been developed collaboratively between the lighting designer, Landscape Architect and ecologist to ensure compliance with the Design code.

4.10 Public art and signage

The Design Code suggests that the public art should be focused along the site's historic assets. Whilst figure 5.8 in the Design Code identifies a number of locations that would benefit from public art and signage about the site's heritage and natural history, none of these fall within the RM1 boundary and so no public art or signage is proposed within this RM.

Code Compliance Matrix

5 - Uses

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change	Notes & reference information
5 - USES				
	<p>The local centre shall provide up to 2,350sqm of floorspace, including a two-form entry primary school and nursery, community facility with a Tier 7 library, 0.74 acre site for a new health care centre, and retail, in accordance with the S106, co-located around a village green in the centre of the site.</p> <p>High sensitivity uses, such as residential, shall not be located within the 300m odour zone unless demonstrated acceptable by further technical odour assessment (planning condition 35).</p> <p>Low and medium sensitivity uses (i.e. non-residential) should be located within the 300m odour zone where possible to make efficient use of land and ensure appropriate levels of enclosure are maintained along the primary street. Elsewhere, residential uses may be co-located above non-residential.</p> <p>The design and composition of the local centre shall ensure the existing Arun Sports Arena and Flying Fortress are incorporated appropriately within an urban block, ensuring that pedestrian and vehicular connections are maintained. The existing buildings should form part of the composition of the adjacent block structure with direct connections through to the local centre and key movement corridors, whilst having an element of screening to ensure the large buildings do not overly dominate the smaller village scale of the proposed local centre.</p> <p>The primary street and public realm around the local centre shall be designed to slow down vehicular movement and prioritise pedestrian and cycle movement.</p>	N/A	Future phase RM	
5.1 Local centre	The buildings shall be designed to ensure active frontage and enclosure is provided around the village green and along the primary street, with the principal elevations and main entrances fronting these spaces.	N/A	Future phase RM	
	Non-residential ground floor heights within the local centre shall be a minimum of 4 metres.	N/A	Future phase RM	
	Signage to be integrated into the building facade in accordance with section H05 of the Arun Design Guide SPD.	N/A	Future phase RM	
	The material palette should complement the surrounding buildings whilst denoting the change in use and important community and civic role of the buildings. The material palette should follow the table S1 for the Heart of Ford character area, with the introduction of timber cladding unique to these buildings.	N/A	Future phase RM	
	Sufficient car parking shall be incorporated, designed as an integral part of the landscaping and strategically located to avoid the visual dominance of cars from the primary street and village green. Opportunities for sharing car parking between uses should be considered where appropriate.	N/A	Future phase RM	
	Sufficient cycle parking shall be incorporated for non-residential and visitor use as Sheffield stands, or similar within the public realm, close to entrances and not obstructing the passage of pedestrians or vehicles.	N/A	Future phase RM	
	Bin stores, deliveries and servicing shall be located away from the primary street and not visually prominent from the primary street and / or village green. Inactive frontages should not exceed 15 metres.	N/A	Future phase RM	

5.1 Local centre

The local centre is located to the south of the RM1 application site and so the RM1 proposals have no direct relationship with the requirements of this section of the code compliance matrix.

Code Compliance Matrix

6 - Built form

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non-compliance, reason for change	Notes & reference information
6 - BUILT FORM				
6.1 Character areas	The proposals shall establish seven distinctive but cohesive character areas as identified on the character areas plan, figure 7.2 on page 76.	✗		See notes below
6.2 Built form	The built form within each character area shall comply with the built form matrix in table 7.1 on page 81, including density, block types and sizes, housing typologies, building heights, set backs, building line, frontage enclosure, boundary definition and parking typologies.	✗	Minor deviations	See notes below for justification

6.1 Character areas

The RM1 proposals span across the three different characters: St Mary's Meadow, Ford Lane and Arun Way & Landings Green in the north of the wider masterplan.

The purpose of these character areas is to provide a suitable transition from the rural context to the north and help harness a relationship and connections with the disparate elements of historic Ford.

The RM1 proposals do this through the built form, as described in more detail below, and through their landscape character, architectural forms, materials and features, which are described further in the **IDENTITY** section of this document.

The proposals ensure that each of the character areas will have their own distinct identity whilst complementing each other, creating a subtle transition between the adjacent areas. This harmonious relationship will avoid jarring juxtapositions between character areas and result in a cohesive masterplan.

6.2 Built form

The RM1 proposals follow the principles of table 7.1, built form matrix, of the Design Code.

Densities

Expanding on the principles of the outline approval, the Design Code sets a density range for each character area to provide an appropriate transition to the rural context. As demonstrated by the diagram to the right, the RM1 proposals sit comfortably within the permitted ranges, with Arun Way & Landings Green at 33.3 dwellings per hectare sitting in the middle of its band, and St Mary's Meadow and Ford Lane at 26.9 and 23.8 dwellings per hectare respectively sitting at the bottom of their permitted range.

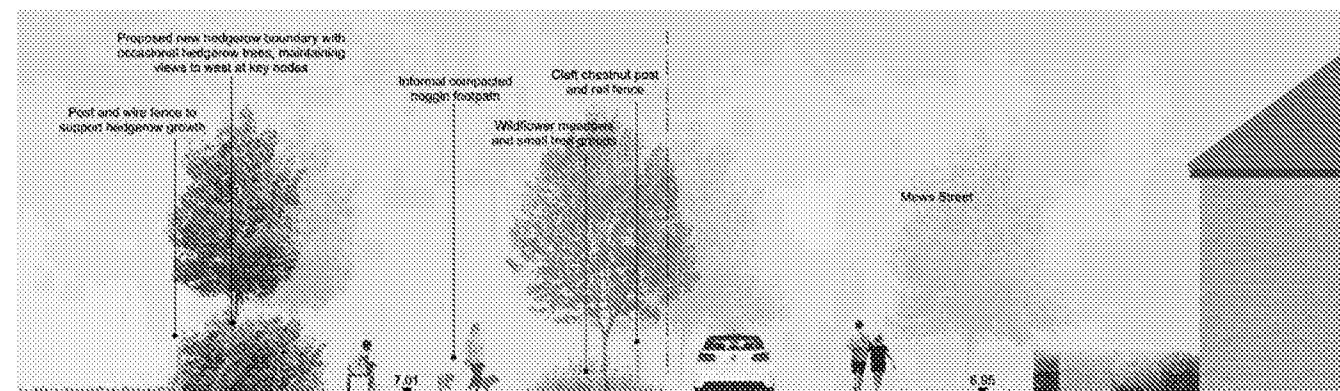


Figure 6.1. RM1 - proposed St Mary's Meadow western edge landscape buffer



Figure 6.2 RM1 character area densities

Design Code table 7.1: Permitted character area densities

St Mary's Meadow - 20-27 dph
Ford Lane - 22-28 dph
Arun Way & Landings Green - 27-38 dph

RM1 proposed character area densities

St Mary's Meadow - 26.9 dph
Ford Lane - 23.8 dph
Arun Way & Landings Green - 33.3 dph