

# Land Use & Amount

The site measures approximately 19.4ha, of which 7.9ha are allocated to various forms of open space and 11.5ha are allocated to residential development land.

All homes are arranged across 1, 2, 2.5 or 3-storey buildings, in accordance with the Design Code as seen in the plans adjacent and include a variety of sizes from 1-bed flats, to 5-bed houses.

The density of the residential land parcels varies across the development between character areas, and ranges between 20-38 dwelling per hectare (dph). Runway has a DPH of 37.2 across the entire character area, Runway Park has a DPH of 32.8 DPH, with Ryebank Park having a DPH of 27.4. All character areas are within the acceptable DPH range set out in the Design Code, as seen in the plans adjacent.

For full details see the Schedule of Accommodation.

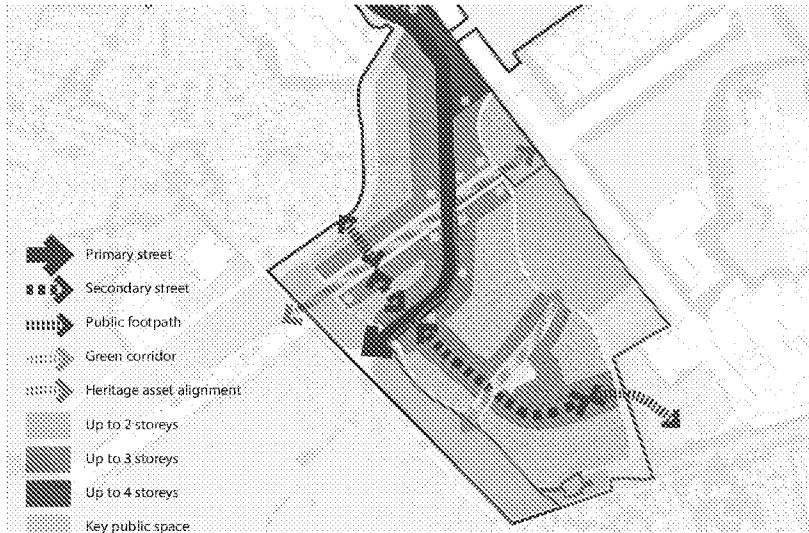


Figure 37: Storey Heights Parameter Plan  
Source: Design Code



Figure 38: Storey Heights Plan  
Source: FINC Architects



Figure 39: Density Plan  
Source: FINC Architects

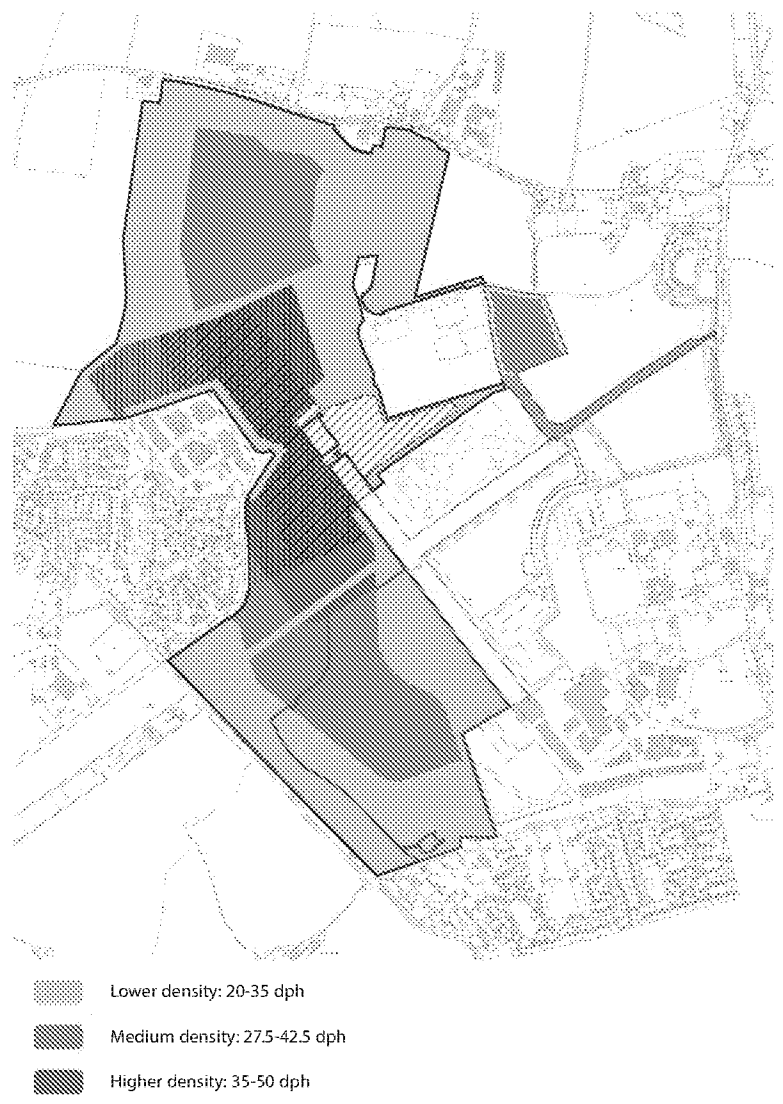


Figure 40: Density Parameter Plan  
Source: Design Code

## Accommodation Schedule

### House Type Summary

LINDEN						
Address	House Type Code	House Type Name	Bedrooms	Area (sqft)	Units	Total Area (sqft)
18 Apt Aff	18 Apt Aff	18 Apt Aff	1	553	9	4,979
18 Apt-M4-3 Aff	18 Apt-M4(3) Aff	18 Apt-M4(3) Aff	1	751	3	2,254
28 Apt-A Aff	28 Apt-A Aff	28 Apt-A Aff	2	758	12	9,093
231	231	231	2	797	2	1,594
236 Aff	236 Aff	236 Aff	2	827	4	3,308
242	242	242	2	855	7	5,985
352	352	352	3	1,012	13	13,156
452	452	452	4	1,178	4	4,712
Totals					54	45,682

House Type	Bedrooms	Area (sqft)	Units	Total Area (sqft)
13 Apt-MM-3	1	751	3	2,254
23 Apt-A	2	758	6	4,547
236	2	827	3	2,481
241	2	855	10	8,550
341	3	948	4	3,792
343	3	1,292	2	2,584
351	3	1,031	16	16,496
354	3	1,172	19	22,268
355	3	1,172	6	7,032
356	3	1,150	23	26,450
451	4	1,178	4	4,712
464	4	1,209	8	9,672
466	4	1,397	6	8,382
471	4	1,510	0	-
472	4	1,349	2	2,698
<b>Totals</b>			<b>112</b>	<b>121,918</b>
<b>Grand Total</b>			<b>166</b>	<b>167,000</b>

BOVIS				
Affordable				
House Type Code	House Type Name	Bedrooms	Area (sqft)	Total Area (sqft)
236 Aff	236 Aff	2	827	6,616
242	242	2	855	14,535
352	352	3	1,012	25,300
452	452	4	1,178	4,712
Totals			54	51,163

House Type	House Type Name	Bedrooms	Area (sqft)	Units	Total Area (sqft)
234	234	2	797	7	5,579
236	236	2	827	1	827
241	241	2	855	4	3,420
341	341	3	948	7	6,636
351	351	3	1,031	1	1,031
354	354	3	1,172	20	23,440
355	355	3	1,172	12	14,064
361	361	3	1,126	21	23,646
364	364	3	1,184	1	1,184
356	356	3	1,150	2	2,300
451	451	4	1,178	4	4,712
461	461	4	1,257	16	20,752
462	462	4	1,403	4	5,616
464	464	4	1,209	4	4,836
466	466	4	1,397	3	4,191
467	467	4	1,481	15	22,215
468	468	4	1,287	1	1,287
471	471	4	1,510	0	-
473	473	4	1,284	2	2,568
474	474	4	1,389	2	2,778
481	481	4	1,681	3	5,043
581	581	5	1,774	7	12,418
591	591	5	1,928	0	-
Totals				137	160,543
Grand Total				191	219,706

Affordable		
Bedrooms	Number	%
1B	12	22%
2B	25	46%
3B	13	24%
4B	4	7%
Total	54	100%

Sales		
Bedrooms	Number	%
1B	3	3%
2B	19	17%
3B	70	63%
4B	20	18%
Total	112	100%

Grand Total	166	
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Affordable %		33%
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Gross Area		
Open Space area		
Nett developable	Ha	
	Acres	
Sqft/acre		

Affordable		
Bedrooms	Number	%
1B	0	0%
2B	25	46%
3B	25	46%
4B	4	7%
Total	54	100%

Sales		
Bedrooms	Number	%
18	0	0%
28	12	11%
38	64	57%
48	54	48%
58	7	6%
Total	137	116%

Grand Total	191	
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Affordable %		28%
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Gross Area		
Open Space area		
Nett developable	Ha	
	Acres	
Soft/accre		

COMBINED		
Affordable		
Bedrooms	Number	%
1B	12	11.1%
2B	50	46.3%
3B	38	35.2%
4B	8	7.4%
Total	108	100%

Sales		
Bedrooms	Number	%
1B	3	1.2%
2B	31	12.8%
3B	134	55.4%
4B	74	30.6%
5B	7	2.9%
Total	242	100%

Subprocess	Number	%
1B	15	4.2%
2B	81	22.7%
3B	172	48.2%
4B	82	23.0%
5B	7	2.0%
Total	357	100%

Figure 41: Schedule of Accommodation  
Source: FINC Architects

## Homes & Buildings, Amenity Areas

### Garden Sizes

The houses' rear gardens have all been designed in broad accordance with Arun District Design Guide and the Design Code, with all houses featuring gardens of adequate size, with almost all gardens being a minimum length of 10.5m. Some mid terrace houses and houses with hard standing areas such as parking courts behind them fall slightly short of the 10.5m garden sizes due to space limitations. Houses with a shorter garden distance are provided with a wider garden where possible to still provide a high quality and usable garden size. All buildings have a back to back distance of 21m, with side to back distances being maintained at 14m, as well as front gardens of at least 2m being provided across the site. 4 plots fall short of the 14m side to back, plots 14, 255, 336, 337. These plots will have overlooking windows removed to avoid overlooking and large gardens to provide buffering. For full details see the "Garden Depths and Areas" Plan.

### Boundary Treatments

Development plots will be defined by a range of boundary treatments such as fences, railings and hedgerows to create the distinction between public and private spaces. Boundary treatments depend on character area, these are demonstrated in the streetscenes and are detailed in the Design Code. Rear gardens will typically be enclosed by 1.8m high close-boarded fences.



Figure 42: Garden Areas Plan  
Source: FINC Architects

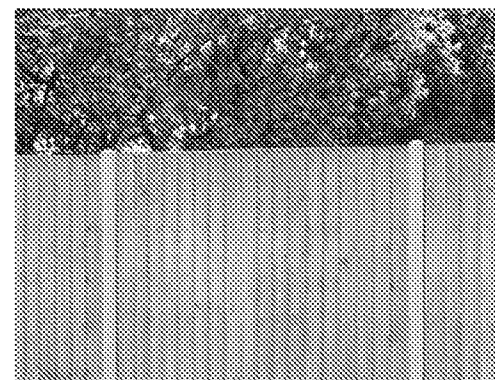


Figure 43: Example Boundary Treatments  
Source: Google



## Parking and Bins

### Car Parking Standards

The quantum of parking provided across the site is policy compliant. 1-12 car parking spaces for 1B and 2B Flats are provided as allocated parking courts, and 2 parking spaces for 2 and 3 bed houses, 3 spaces for 4 bed houses including garage spaces, and 4 spaces for 5 bed houses including garage spaces. The submitted Accommodation Schedule includes details of this provision.

In total, 85 no visitor parking spaces are provided across the site. These spaces are spread out evenly throughout the layout to ensure usability for all plots. These are over-provided from the 20% no. dwellings provision that the Arun District Design Guide requires.

863 no. total residential parking spaces are provided in a variety of forms, as outlined in the Design Code document. These include on-plot parking, perpendicular parking, flexible parking and combination parking with potential for limited courtyard parking.

All houses are provided with in-curtilage parking either to the front or side of properties, whilst a limited number of in-curtilage rear parking spaces are provided. The majority of 4 and 5 bed houses feature private garages. The apartment blocks proposed are served by overlooked parking courts, sheltered from street views and surrounded by landscaping to soften their impact on neighbouring buildings.

Cycle storage will be provided in accordance with Arun District Design Guide, including for apartment buildings within dedicated secure bin and cycle stores.

The parking strategy is detailed in the 'Parking Layout' plan submitted with this application.

### Bin Storage

The Design Code provides guidance on the provision and design of bin storage solutions. The majority of houses are either semi-detached or detached, enabling convenient direct access to rear gardens, with mid terraced houses having direct access through private lanes. All bins will be stored to the rear of properties and put out for collection at designated collection points on the relevant day. The enlarged front gardens throughout the site enable bins to be stored off footpaths whilst awaiting collection and prior to being placed back in rear gardens.

Fully integrated, internal bin stores are proposed for the apartment blocks. This results in a neat solution that will reduce impact of bin storage/collection on an ongoing basis.

The refuse collection strategy is detailed in the 'Refuse Strategy' plan submitted with this application.

## Technical

### Sustainability

The proposals have been designed to maximise energy efficiency, through their siting, design and orientation. The Proposed Development therefore follows the nationally recognised energy hierarchy of:

- Reducing energy demands in the first instance ('Be Lean');
- Before using energy efficiently and cleanly ('Be Clean'), and only then;
- Using renewable and low carbon technologies ('Be Green'), where possible.

In addition, the buildings will be constructed with a 'fabric first' approach to energy efficiency, exceeding the Building Regulations with regards to energy consumption. The fabric efficiency of the proposed dwellings has been designed to reduce heat demand and energy needs. This includes providing high levels of insulation and low air permeability, with consideration for thermal bridging junctions. The diagram below illustrates this approach.

Solar PV will be provided on the roof tops of homes, sitting flush with roof tiles to minimise visual impact and maximising their efficiency through their placement on the roofs. These will provide renewable energy sources to each home, reducing carbon footprints and bills for future residents. For further details, please see the indicative "PV Panel Location Plan".

Water saving fittings shall be incorporated within dwellings to ensure water consumption does not exceed 110 litres / person / day. Rainwater butts will also be provided within rear gardens to collect rainwater for watering the garden sustainably.

Electric charging points will be provided for each new dwelling, as shown on the Parking Layout Parameters Plan.

Furthermore, the materials chosen for construction, including hard and soft landscaping elements, will be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

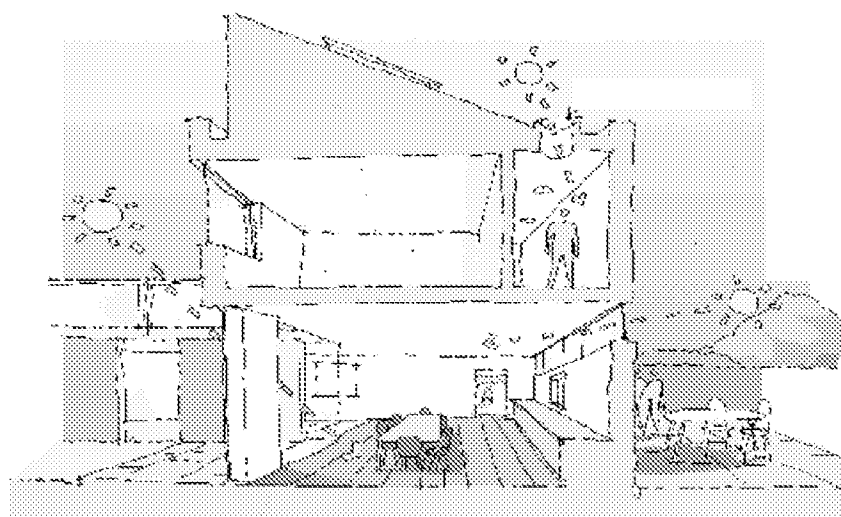


Figure 44: Fabric First Diagram  
Source: PINC Architects

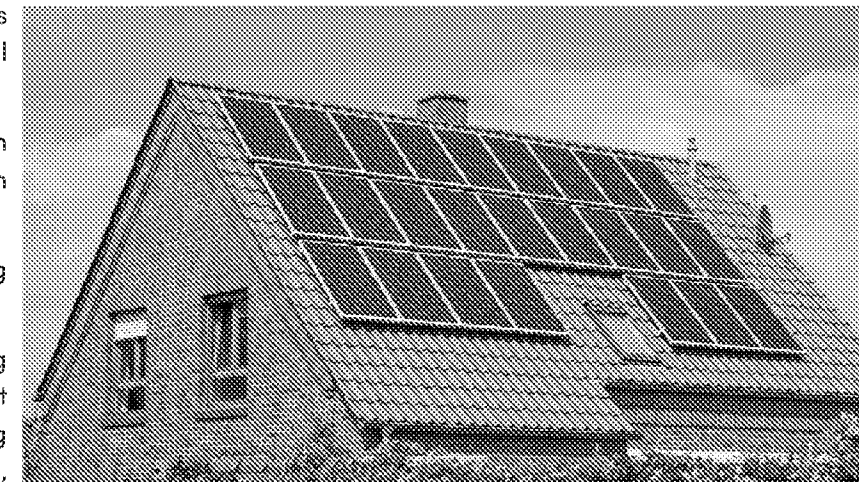


Figure 45: Solar Panels on House Roof  
Source: Google



Conclusion

This Design and Access statement has been produced in support of a reserved matter application for 357 units including 30% affordable housing, public open space and associated landscaping, drainage and highways infrastructure.

The document illustrates how the proposals have evolved, through various consultations that were undertaken.

This document provides detail on the existing site constraints, wider area constraints and context to establish key principals and concepts for the proposals and how these principals have been rigorously tested, reworked and coordinated to absorb comments and detailed technical constraints across all disciplines.

This has resulted in the proposals detailed within this document for an extremely high-quality heritage lead development, with excellent landscape design, connectivity, place-making and integration into the area.

The development provides a much-needed variety of new housing, meeting requirements for sustainability, open space and biodiversity net gain whilst adhering to the principals set out and approved within the Design Code.



Figure 46: Final Site Layout  
Source: FINE Architects

Appendix A – Code Compliance Matrix

Key requirement	Details	Scheme compliance (Y, N or N/A)	If non compliance, reason for change
INTRODUCTION			
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.	✓	
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).	✓	
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).	✓	
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).	✓	
CONTEXT			
Heritage	The proposals shall draw upon and celebrate the site's heritage assets of the former Portsmouth and Arundel Canal alignment and Runway 07.	✓	Phase 4 complies with this
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.	✓	
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.	✓	
BUILDING WITH NATURE			
Public open space	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.	✓	Phase 4 contributes 4.532Ha to the total required site wide provision
Landings Green	The park shall incorporate all the functions listed under paragraph 3.24 on page 28.	N/A	Landings Green Outside RM4
	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.	N/A	Landings Green Outside RM4
	Dwellings shall overlook the park to ensure a strong development edge and provide natural surveillance of the public open space.	N/A	Landings Green Outside RM4
	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.	N/A	Landings Green Outside RM4
	The design of the park shall retain existing trees wherever possible and incorporate new planting with a high proportion of native species.	N/A	Landings Green Outside RM4
Arun Way	The park shall incorporate all the functions listed under paragraph 3.35 on page 30.	N/A	Arun Way Outside RM4
	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.	N/A	Arun Way Outside RM4
	Dwellings shall overlook the park to ensure a strong development edge and provide natural surveillance of the public open space.	N/A	Arun Way Outside RM4
	The design of the park shall retain existing trees wherever possible and incorporate new predominantly native and ornamental planting.	N/A	Arun Way Outside RM4

Table 11.1. Code compliance matrix template



## Code compliance matrix

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change
BUILDING WITH NATURE (CONT.)			
Runway Park and Ryebank Park	Runway Park shall incorporate all the functions listed under paragraph 3.47 on page 32.	✓	See Landscape Proposals for details
	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.	✓	
	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.	✓	See Landscape Proposals for details
Canal Corridor	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.	N/A	Canal Corridor Outside RM4
	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.	N/A	Canal Corridor Outside RM4
	The built form shall mirror the canal's linear geometry with a consistent building line and rhythm. All dwellings must front the canal corridor.	N/A	Canal Corridor Outside RM4
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 runaway.	✓	
	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.	✓	See Landscape Proposals for details
	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.	✓	
Play	A policy compliant 1.815ha of formal play space must be provided.	✓	Phase 4 contributes to site wide provision
	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.	✓	Phase 4 contributes to site wide provision
	Play spaces shall follow the theming set out on pages 40-41.	✓	
	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.	✓	
	LAPs shall incorporate all the components listed under paragraph 3.120 on page 46.	✓	
	LEAPs shall incorporate all the components listed under paragraph 3.126 on page 47.	✓	
Planting	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 NEAPs or Games Area in or adjacent to RM4
	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 Landscape Proposals for details
	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 Landscape Proposals for details

Table 11.1. Code compliance matrix template (cont.)

## Code compliance matrix

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change
BUILDING WITH NATURE (CONT.)			
Blue infrastructure and swales	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 Drainage strategy for details
	Swales shall avoid engineered, rectilinear forms in favour of a naturalised 'soft' varied profile.	✓	
	Attenuation basins shall incorporate shallow sloping sides in accordance with ROSPA guidance to avoid the need for fencing around them.	✓	Basins adjacent to RM4
	Headwalls and retaining walls shall be constructed using appropriate materials, favouring gabions filled with flint rubble, and avoiding brick or bare pre-cast concrete walling.	N/A	No retaining features in RM4
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.	N/A	Landscape/Ecologist remit
MOVEMENT			
Movement framework	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.	✓	
	The development shall be designed to reduce vehicle speeds by stepping down to the lowest suitable hierarchy street as quickly as possible.	✓	
	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.	✓	
	Cycle crossings at road junctions shall be designed in accordance with LTN 1/20.	✓	
Primary street	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	Detailed in Infrastructure RM
	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	Detailed in Infrastructure RM
Sustainable travel	The alignment of the primary street shall comply with the requirements set out in paragraph 4.16 on page 56.	✓	
	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	Detailed in Infrastructure RM
	The proposed development shall maintain and improve direct pedestrian and cycle connections across the site towards Ford Rail Station.	✓	
PUBLIC SPACE			
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.	✓	One provided in RM4
Primary street	The primary street shall be designed in accordance with the matrix in table 5.1 on page 61.	N/A	Detailed in Infrastructure RM
Secondary streets	Secondary streets shall be designed in accordance with the matrix in table 5.2 on page 62.	✓	
Tertiary streets	Tertiary streets shall be designed in accordance with the matrix in table 5.3 on page 63.	✓	
Mews streets	Mews streets shall be designed in accordance with the matrix in table 5.4 on page 64.	✓	

Table 11.1. Code compliance matrix template (cont.)

## Code compliance matrix

Key requirement	Details	Scheme compliance (Y, R or N/A)	If non compliance, reason for change
PUBLIC SPACE (CONT.)			
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.	✓	
	Tree planting shall follow the principles set out in table 5.5 and the bullet points in paragraph 5.31 on page 65.	✓	
Public realm materials	Hard surfaces are to be designed to be robust and accessible to all, avoiding loose surface materials.	✓	
	Hard surface materials are to have natural tones that complement the built form, avoiding a patchwork appearance or significant variations in colour or tone.	✓	
	Demarcations within shared surfaces shall be through subtle changes in paving direction, texture, or low profile kerbs.	✓	
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.	✓	
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.	✓	
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.	✓	
USES			
Local centre	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.	N/A	Local Centre Outside RM4 – Future RM
	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).	N/A	Outside RM4 scope
	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.	N/A	Local Centre Outside RM4 – Future RM
	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.	N/A	Local Centre Outside RM4 – Future RM
	The primary street and public realm around the local centre shall be designed to slow down vehicular movement and prioritise pedestrian and cycle movement.	N/A	Local Centre Outside RM4 – Future RM
	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	Local Centre Outside RM4 – Future RM
	Non-residential ground floor heights within the local centre shall be a minimum of 4 metres.	N/A	Local Centre Outside RM4 – Future RM
	Signage to be integrated into the building facade in accordance with section H05 of the Arun Design Guide SPD.	N/A	Local Centre Outside RM4 – Future RM

Table 11.1. Code compliance matrix template (cont.)

## Code compliance matrix

Key requirement	Details	Scheme compliance (Y, R or N/A)	If non compliance, reason for change
USES (CONT.)			
Local centre	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 8.1 for the Heart of Ford character area, with the introduction of timber cladding unique to these buildings.	N/A	Local Centre Outside RM4 – Future 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	Local Centre Outside RM4 – Future 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	Local Centre Outside RM4 – Future 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	Local Centre Outside RM4 – Future RM
BUILT FORM			
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.	✓	
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.	✓	One provided in RM4
IDENTITY			
Townscape	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.	✓	
	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.	✓	
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.	✓	
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.	N/A	Outside RM4 scope – RM1
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.	N/A	Outside RM4 scope – RM1
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.	N/A	Outside RM4 scope – RM1
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	Outside RM4 scope – Future Phase
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.	✓	RM4 complies, predominantly Future Phase related
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.	✓	
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.	✓	

Table 11.1. Code compliance matrix template (cont.)



## Code compliance matrix

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change
HOMES AND BUILDINGS			
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.	✓	Refer to Schedule of Accommodation for RM4
	All dwellings must comply with the Nationally Described Space Standards (NdSS).	✓	Refer to Schedule of Accommodation for RM4
Affordable homes	30% of the total dwellings across the development must be affordable, delivered proportionally on a phase by phase basis.	✓	Refer to Schedule of Accommodation for RM4
	Affordable housing shall be designed as 'tenure blind' and evenly distributed throughout the development in small clusters.	✓	Refer to Site Layout and House Type Pack for RM4
Custom-build	30 private market dwellings are required to be custom-build across the entire development.	N/A	Outside RM4 scope – Future Phase
Accessible homes	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).	✓	Outside RM4
Homes for later living	Consideration should be given to homes for later living, including a 60-bed care home, bungalows and / or ground floor maisonettes.	✓	RM4 provides bungalows and ground floor flats
Natural light and ventilation	Dwellings shall be designed to maximise the opportunity for natural daylight and ventilation.	✓	
Outlook and privacy	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.	✗	A slight under provision on select plots due to mid terrace locations or backing onto hard landscaped features. Separation distances are met across Phase 4.
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.	✗	A slight under provision on select plots due to mid terrace locations or backing onto hard landscaped features. Separation distances are met across Phase 4.
	Apartments shall have a private amenity space that is a minimum 1.5m deep and minimum 3sqm usable area.	✓	
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.	✓	
	Buildings at junctions shall be designed to front the public realm / street in both directions.	✓	
Acoustic mitigation	There shall be a clear delineation between public and private areas, defined through boundary treatments and surfacing materials appropriate to the character area.	✓	
	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.	✓	Refer to "Noise Assessment Report RM4 2205771-R046"
	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.	✓	
	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.	✓	

Table 11.1. Code compliance matrix template (cont.)

## Code compliance matrix

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change
HOMES AND BUILDINGS (CONT.)			
Cycle parking: general	Cycle parking shall be provided in accordance with the ADC: Parking Standards SPD.	✓	
	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.	✓	
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.	✓	
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.	✓	
Car parking: general	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.	✓	
	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.	✓	
Car parking: residential	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.	✓	
Car parking: on-street	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.	✓	
Car parking: visitors	Parking courts for apartments shall be concealed behind attractive and active frontages, and be overlooked and well lit to ensure safety and crime prevention.	✓	
	Car parking should not dominate frontages or detract from the character and quality of the street scene, especially when fronting the public realm.	✓	
Car parking: on-street	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.	✓	
	Visibility splays must be kept clear with boundary treatments and planting no higher than 0.6m.	✓	See Landscape Proposals for details
Car parking: visitors	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).	✓	Slight over provision at 0.25 spaces per dwelling due to the scale of Phase 4 and the proximity to large areas of open space.

Table 11.1. Code compliance matrix template (cont.)

Code compliance matrix

Key requirement	Details	Scheme compliance (✓, ✗ or N/A)	If non compliance, reason for change
HOMES AND BUILDINGS (CONT.)			
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.	✓	
TECHNICAL			
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.	✓	
	At least 10% of the predicted energy use shall be supplied from decentralised and renewable or low carbon energy sources.	✓	
	PV panels shall be limited to roofs and set flush with the adjacent roof tiles for pitched roofs.	✓	
	Water saving fittings shall be incorporated within dwellings to ensure water consumption does not exceed 110 litres / person / day.	✓	
	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.	✓	
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.	✓	
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.	✓	
	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.	✓	
LIFE SPAN			
Adoption	Management shall be put in place for all public spaces, including streets and open spaces.	✓	
	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.	✓	

Table 11.1. Code compliance matrix template (cont.)

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