The Landings, Ford Airfield

Phase RM4 (South)

Design, Access & Design Code
Compliance Statement
RM4_01.B
December 2024

Vistry Group

Land at

The Landings, Ford - Phase 4

Design & Access Statement

December 2024_RevD

ARUN DISTRICT COUNCIL F/16/24/RES

Vistry Group

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Methodology

The structure and detail of this document follows guidance set out by the National Design Guide (NDG) and National Planning Policy Framework (NPPF), adopted in July 2021. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Introduction and Purpose Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal. The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

(a) Explain the design principles and concepts that have been applied to the proposed development;

(b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

Contents

Introduction

This statement has been prepared jointly by FINC Architects in connection with the consultant team on behalf of Vistry to accompany a Full Planning Application on the Landings, Ford.

Description of Proposal

Reserved Matters application for 357 units including 30% affordable housing, public open space and associated landscaping, drainage and highways infrastructure.

Vision

To preserve and connect the proposed development to the airfield's history, including the former runways and historical alignment of the Arundel to Chichester canal.

To deliver a wide variety of new high-quality and attractive homes for the area, including affordable homes for local people and housing for the elderly.

To create a new social, economic and physical "heart" for the Ford community.

To preserve and enhance the existing environmental qualities of the site, and to establish a network of ecologically beneficial green and blue infrastructure.

To retain, incorporate and further support the existing community uses of Ford Market, Arun Sports Area, and the Flying Fortress.

To better connect local communities and promote sustainable mobility through a network of walking and cycling routes through the site that connect to the wider area.

To give Ford it's own unique identity, defined by different character areas that come together into one cohesive and integrated neighbourhood.

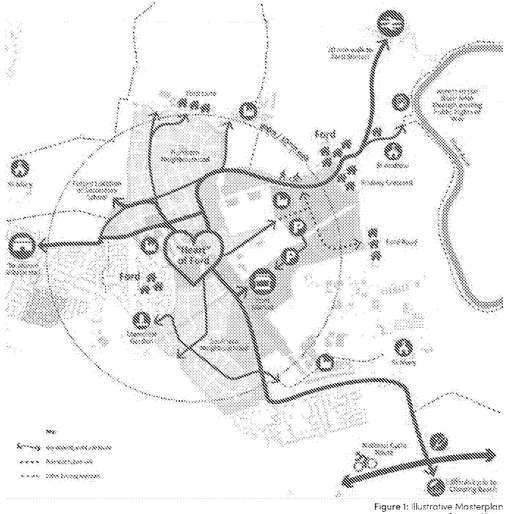


Figure 1: Illustrative Masterplan
Source: Vistry

Background

The site sits within a wider area of land currently allocated for development within the recently adopted Arun Local Plan (2011-2031). It is referred to in Policy H SP2c (SD8) "Ford Strategic Site" as providing at least 1,500 dwellings over the plan period.

In July 2023, Arun District Council granted outline planning permission for the Landings masterplan REF No. F/4/20/OUT. This was prepared by Barton Wilmore on behalf of Redrow Homes Southern Counties and Wates Development Ltd.
The outline approval is for a new sustainable community on the former Ford Airfield comprising:

"- Up to 1,500 dwellings (Use Class C3);
- A 60-bed care home (Use Class C2);
- Up to 9,000sqm of employment floorspace (Use Class B1);
- A local centre of up to 2,350sqm including - up to 900sqm retail / commercial (Use Classes A1-A5) and 1,450sqm community / leisure floorspace (Use Classes D1-D2);
- A two-form entry primary school (Use Class D1);
- A network of well-connected public open spaces with integrated SuDS features, allotments, new sports pitches and associated facilities and children's play spaces;
- A sustainable movement strategy expanding the network of existing cycle and pedestrian routes;
- A series of parameter plans establishing the key principles of the approval including land use and density, access and movement, green and blue infrastructure and;
- Demolition of existing buildings"

Allocated land within SD8 sits within single ownership, Vistry (South East) but may be split into several "phases" or applications. This application is made on behalf of Vistry South East for Phase 4 of the whole site.
Land within SD8 has the benefit of an approved Masterplan document, dated July 2021, as well as a Design Code dated July 2024

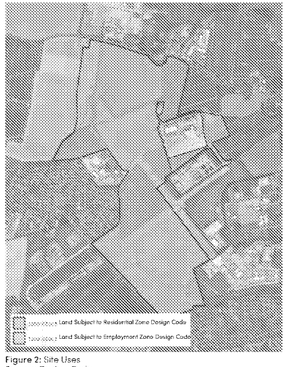


Figure 2: Site Uses
Source: Design Code

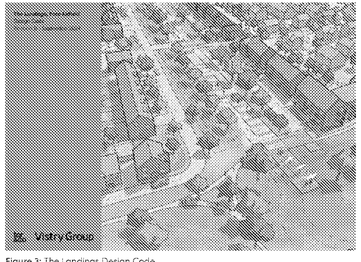


Figure 3: The Landings Design Code
Source: Design Code

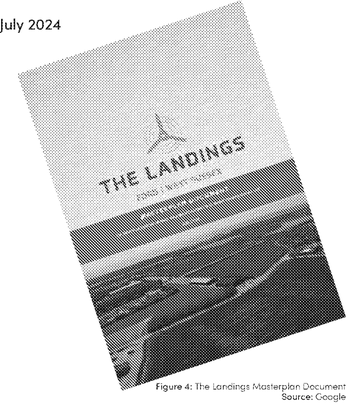


Figure 4: The Landings Masterplan Document
Source: Google

Context & Analysis

Site Location

The development is comprised of 86.63 Hectares, with its location illustrated on the plan below. The site is a decommissioned Royal Navy Fleet Air Arm and Royal Air Force aerodrome that was constructed in 1917. It forms part of the Arun Local Plan (2011-2031).

In terms of its immediate context, the site's northern boundary is bound by Ford Lane. Ford Road forms its eastern boundary. Horsemere Green Lane shapes the southern boundary whilst Yapton Road/Rollaston Park defines the western boundary.

In terms of its wider context the site is located to the south-west of the Parish of Ford within the Arun District. In terms of wider surrounding settlements, the site sits in between the villages of Ford, Yapton and Climping. The towns of Arundel, Littlehampton and Bognor Regis are all in close proximity within a seven mile radius to the Ford area and provide local services to the area. The site also sits approximately 0.7km south of Ford railway station allowing for direct routes to Brighton, Southampton and London, and 0.4km west of the River Arun which is connected to the site via a footpath.

Figure 5: Phase 4 area within whole site boundary
Source: FINC Architects

Opportunities & Constraints

Opportunities and Constraints

The site was previously a mixture of agricultural land, an airfield as well as featured a canal. The site is therefore predominantly flat which opens up opportunities for technical considerations like drainage.

There are several mature tree belts, but most of these are within the northern part of the site and don't affect phase 4. The southern boundary to the south of the site is surrounded by a mature hedgerow creating screening between the site and Climping. There are a number of public right of ways crossing the site, with a PROW running north-west to south east in phase 4 of the site. Runway 07 also runs along the northern area of phase 4, and needs to be considered in the design particularly due to its important heritage.

The site is surrounded by several industrial areas which block views out of the site and create a disconnect to the wider countryside. The sewage treatment works are one of these industrial uses, and has a 300m offset in which housing cannot be placed due to noise or odour which affects phase 4 of the site minimally. Some areas may need acoustic or visual screening to reduce the impact of these industrial areas on the site, but phase 4 is heavily buffered through open space which will provide natural screening.

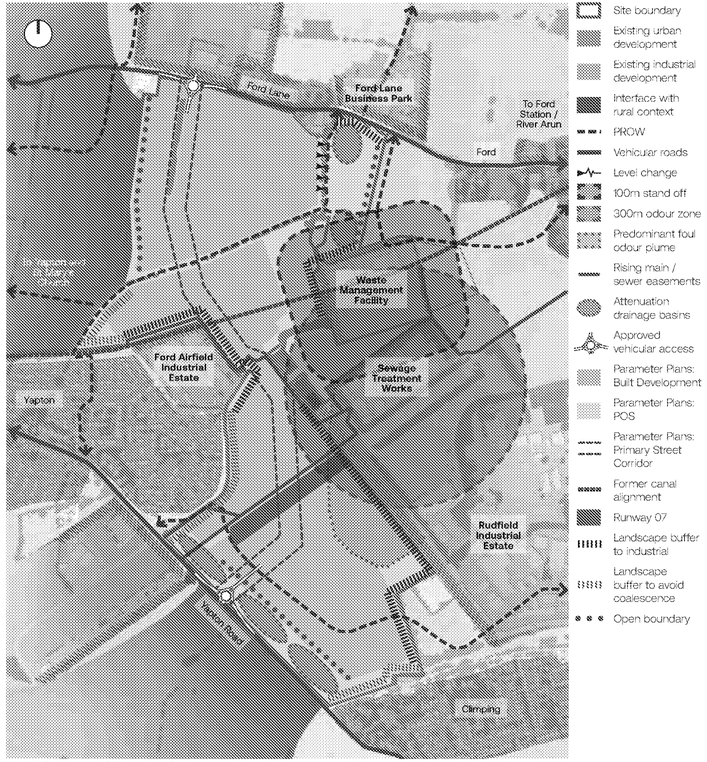


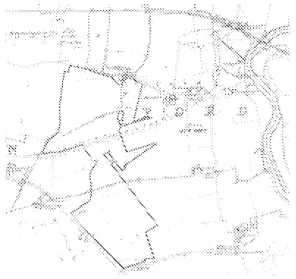
Figure 6: Constraints and Opportunities Plan
Source: Design Code

History of the Site

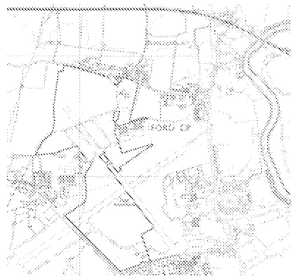
Prior to the 20th Century, the site was primarily used for agricultural purposes. The first major feature through the site was the Portsmouth to Arundel canal. It opened in 1816, but was abandoned in 1855. The Arun Local Plan requires development proposals for the Ford Strategic Allocation (SD8) to reflect the historical alignment of the canal.

In 1917 an aerodrome was constructed on the site, initially for military use by the Royal Air Force and Royal Navy Fleet Air Arm during World Wars I and II. In later years the airfield was also used by civilian aircraft until it ceased operations in 1980. The concrete runways largely remain and since 1988 they have been home to Ford Market. Today it is still used as a market and car boot sale throughout the week. The proposals that come forward for the site must celebrate the heritage assets of the canal and the airfield that make this site unique. The western arm of the runway - Runway 07 - bisects the southern part of the site. The alignment of the runway should be reflected in the layout for the development.

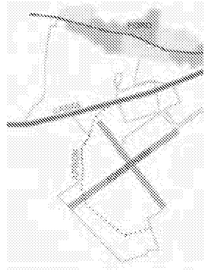
You can see the development of Ford in the figures adjacent.



1876: Showing the alignment of Chichester to Arundel canal



1980-1981: Showing the former aerodrome



Landscape Strategy - Land Memories

Figure 7: Historical Maps of the Site
Source: Design Code

Identity

Design Evolution and Engagement

The NDG states that well-designed places with high quality buildings and attractive spaces have:

"- a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;
- have a character that suits the context, its history, how we live today and how we are likely to live in the future; and
- are visually attractive, to delight their occupants and other users"

Throughout the consultation process, active engagement has been prioritised in order to achieve a cohesive identity within the existing setting and for the existing residents. This engagement has taken various forms, including consultations with local design officers, pre-planning meetings throughout the process up to July as well as a 2 day public consultation in May. Where possible, the proposals have been amended to incorporate comments and development as constraints have become understood in increased detail.

As an initial exercise for the detailed masterplan, a draft plan was created and illustrated in the figure adjacent. This plan considered the key opportunities and constraints afforded by the parcels in its high-level concept. This has since developed into the final illustrative layout seen on page 11.

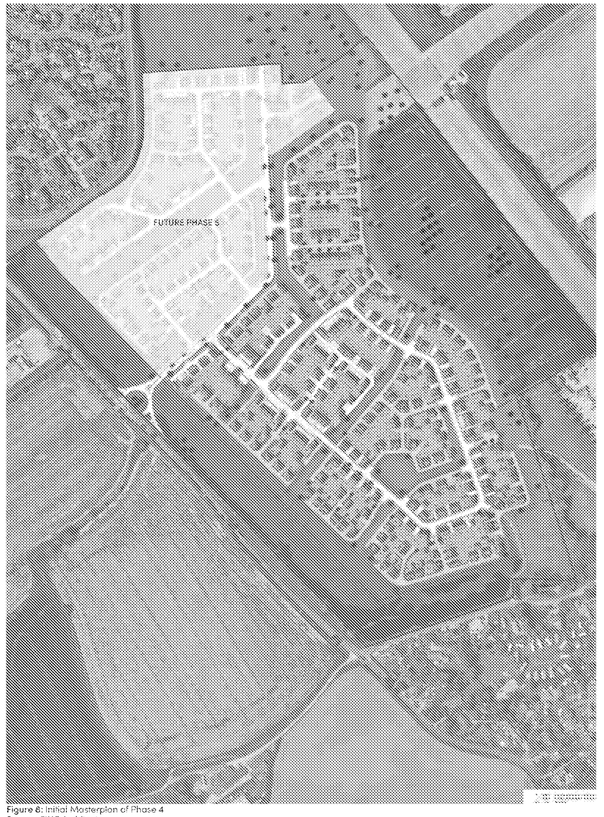


Figure 8: Initial Masterplan of Phase 4
Source: FINC Architects

Design

Proposed Site Layout

Following a number of iterations, the illustrative layout is presented on the following page. The heritage-led layout has evolved alongside our consultants reports and illustrates the collaborative nature of the project.

The site layout comprises some key areas, relating to the immediate landscape and physical context in those parts of the site. These areas can be simplified to include the following;

Runway - Located just south of the central pinch point of the site. A celebration of the industrial heritage of the airfield which is to be reflected through the landscape and built form of the proposals. A re-purposing and extension of Runway 07 will create a new linear park in this character area, and will provide a transition from the rural edge of Ryebank Park to the south to The Heart of Ford to the north. This character area is predominantly located across Phase 5, with some appearance along the northern edge of Phase 4

Runway Park - Located in the south east of the development, this character area provides a harmonious relationship to the Runway character area through built form. It is more rural in nature but features contemporary architecture through the fenestration and architectural detailing of the buildings. A framework of weaving corridors are created through a network of swales that form part of the blue infrastructure strategy for the southern neighbourhood. These green corridors all provide direct routes to the Runway Park open space to the east, with a naturally curving profile of the park creating an informal and loose building line.

Ryebank Park - The southern most character area of the development which creates the south and south west boundary of the site. Ryebank Park will create a southern gateway and sense of arrival from Yapton Road, with the main spine road travelling north into the northern part of the site. The landscape setting of this character area provides physical and visual separation from the adjacent settlements with the edge of the development featuring contemporary architecture and distinct materials.

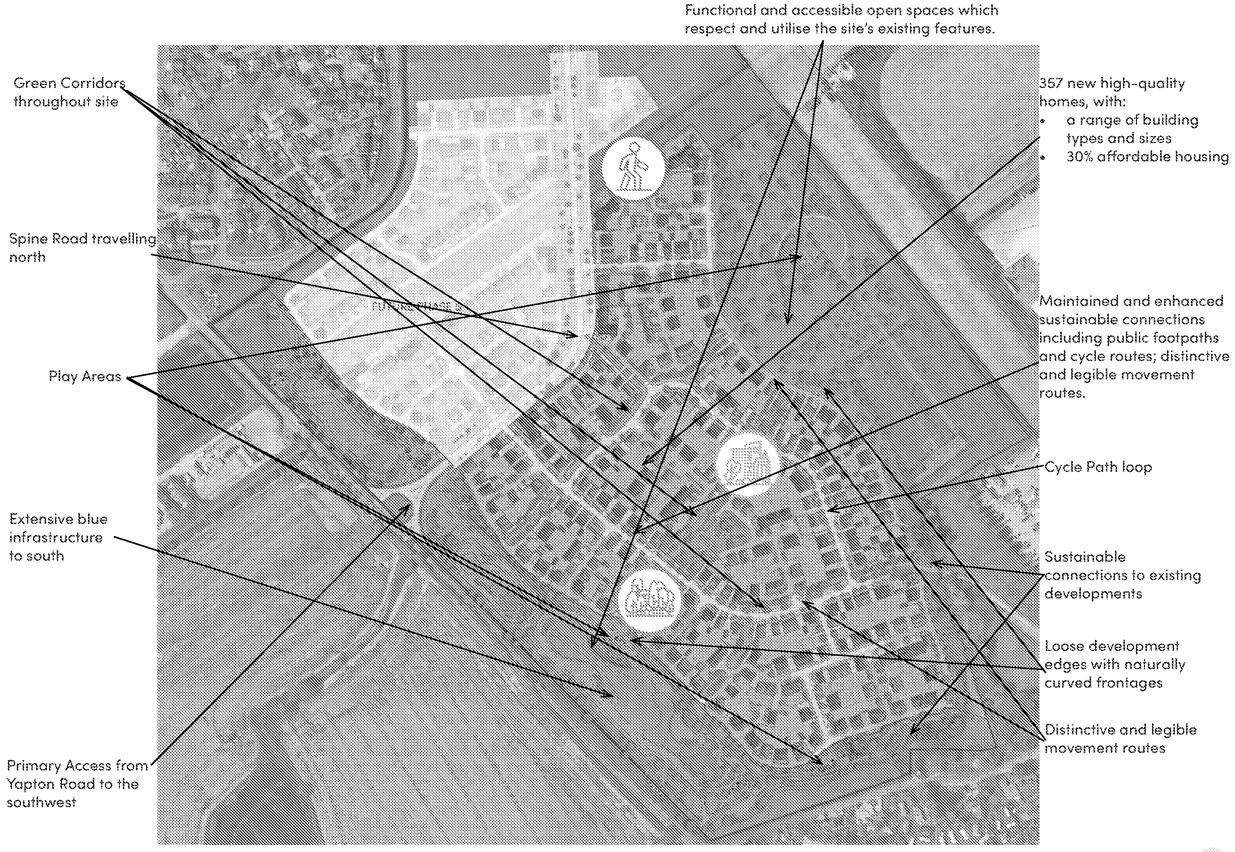


Figure 9: Final Coloured Site Layout for Phase 4
Source: FINC Architects

Design Areas

Detail

The Design Code states "A sense of place is the quality that makes a place special and lodges it in the memory so that people want to stay or return. The way in which a place is planned within the natural environment and its local context, together with the form and appearance of the buildings and the design of its public spaces, all contribute to the identity and the establishment of a sense of place.", this has been brought forward into the site and sub-character areas have been identified and described within the Design Code.

The following pages contain the detailed layout of different parts of the site, additional information for the final proposals, including materials and detailing are also provided. The final proposals are also included, showcasing the evolution of different parts of the site.
The following pages should be read in conjunction with the Design Code to understand the contextual analysis that has informed the character areas, and the character areas that relate to the different parts of the site.

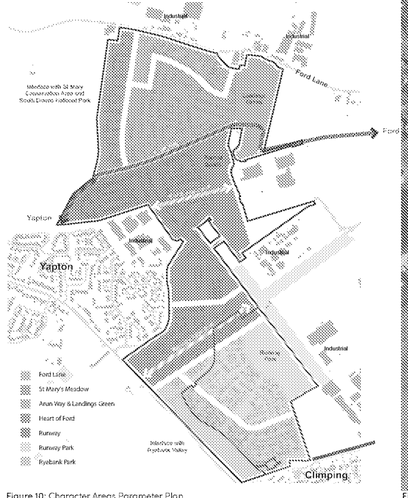


Figure 10: Character Areas Parameter Plan
Source: Design Code

Figure 11: Character Areas Plan
Source: FINC Architects

Runway

The Design Code identifies that the Runway Character area has been created to provide opportunities to celebrate the alignment of the western runway Runway 07. The northern half of the Runway will be retained as a linear park, contributing to wider play, public art and landscaping. Due to the width of the linear park, the design code identifies the need for 2.5-3 storey buildings to help provide a sense of enclosure. Contemporary building forms are used to celebrate the industrial heritage of the airfield and include design features such as limited deviation in the building line, high levels of enclosure, high levels of repetition/rhythm and the use of buff brick and black metal works. This not only creates a unique character but also avoids coalescence by allowing Yapton to retain it's distinctive identity.

Both the apartment buildings and the formal terrace create a continuous frontage into the linear park whilst providing a gateway feature into the southern part of the site. These focal buildings along the main spine road to the south are indicative of a change of character area with more contemporary features and provide way-finding south-wards to open spaces.

Each building will be made up of either light brown multi or buff multi brick with the occasional use of brown multi brick for visual interest. Brown or dark grey roof tiles will also be used, with dark framing to windows with the occasional use of white frames. Flat canopies help to reinforce the contemporary style of the buildings, with black or bold coloured doors completing the style.

Figure 12: Runway Character Area Key Map
Source: FINC Architects

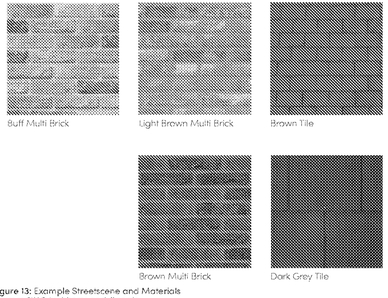


Figure 13: Example Streetscene and Materials
Source: FINC Architects and Google

Runway

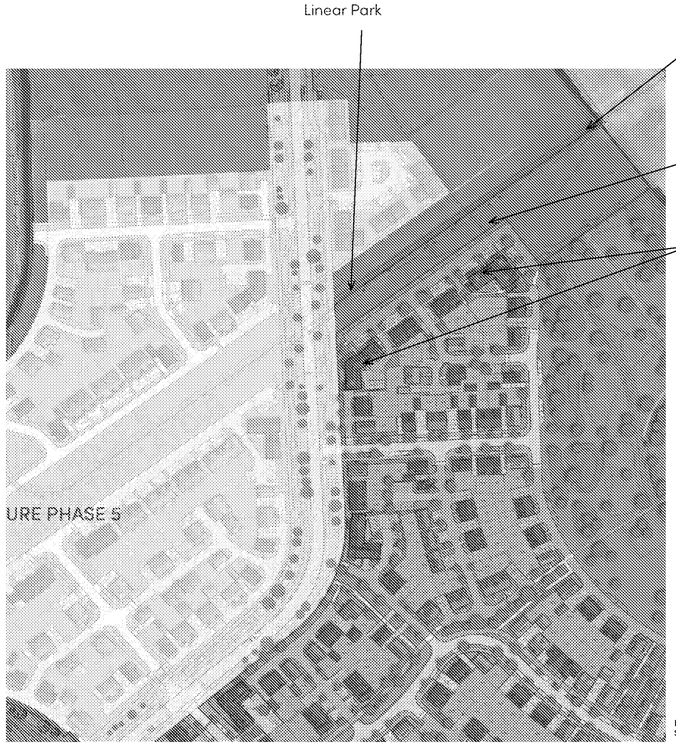


Figure 14: Runway Character Area
Source: FINC Architects

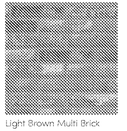
Runway Park

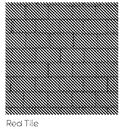
The Design Code identifies that the Runway Park Character area has extensive landscaping that will be a defining aspect of the southern area. Weaving green movement corridors are scattered throughout the development providing wayfinding between Ryebank Park and Runway Park, with low profile swales incorporated in these corridors providing drainage. These green corridors inform the parcel formations in Runway Park, with buildings fronting onto these open spaces to ensure passive surveillance is present at all times along these public spaces. Along the northern edge, the development naturally follows the curve of the Runway Park open space, with a looser density and larger buildings predominantly being used along this edge.

Along the northern edge, the development naturally follows the curve of the Runway Park open space, with a looser density and larger buildings predominantly being used along this edge. These buildings facing onto the open space will provide a harmonious relationship with the buildings facing the linear park in the Runway character area, and will provide transition between the 2 character areas.

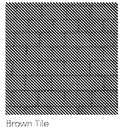
Each building will be made up of either light brown multi or red/buff multi brick with the occasional use of buff multi brick and dark red multi brick for visual interest and to assist with the transition between character areas. Red or dark grey roof tiles will also be used, with dark framing to windows and flat canopies completing the contemporary style. White Render and contemporary tile hang will be used to provide contrast to landmark buildings and buildings in key areas.

Figure 15: Runway Park Character Area Key Map
Source: FINC Architects

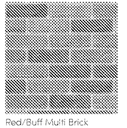

Light Brown Multi Brick

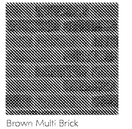

Red Tile


Dark Red Multi Brick


Brown Tile


White Render


Red/Buff Multi Brick


Brown Multi Brick


Dark Grey Tile

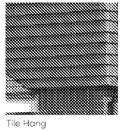

Tile Hang

Figure 16: Example Streetscene and Materials
Source: FINC Architects and Google

Runway Park

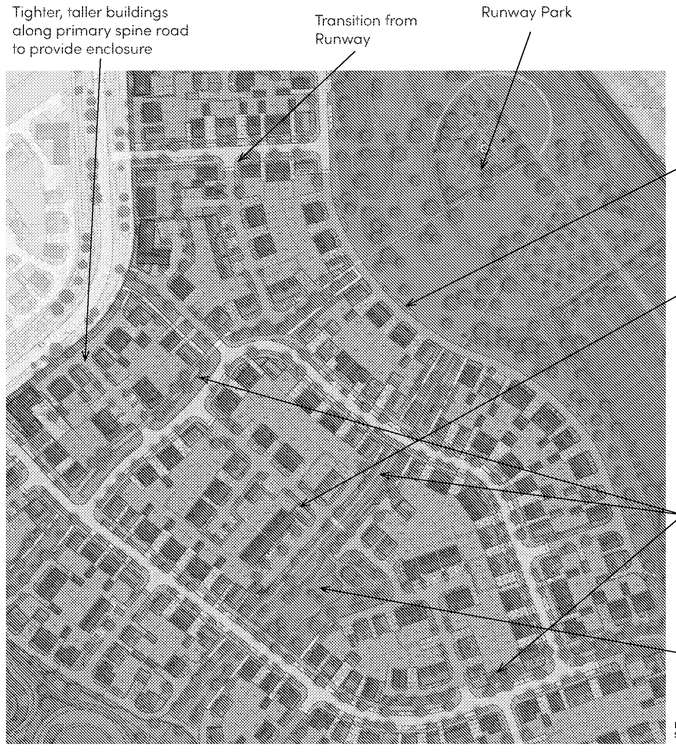


Figure 17: Runway Park Character Area
Source: FINC Architects

Ryebank Park

The Design Code describes that the Ryebank Park Character area is on the south west edge of the development and will work to retain the unique identities of the adjacent settlements. Existing hedgerows will be retained in order to screen the new development from the adjacent existing settlement with additional substantial landscaping creating a physical separation between the 2 developments. Numerous attenuation basins are set within the landscaped park to manage drainage. A new roundabout provides access from Yapton road, creating a gateway into the development from the south with opportunities for focal buildings in this area.

Along the south-western edge, detached buildings follow a meandering building line along the development edge which responds to the rural context and landscaping adjacent. Further inside the character area, green corridors with swales create wayfinding towards the Runway Park character area with housing fronting onto these corridors.

Each building will be made up of either red multi brick or dark red multi brick with the occasional use of red/buff multi brick for visual interest. Red or dark grey roof tiles will also be used, with white framing to windows and flat canopies completing the contemporary style. White Render and contemporary tile hang are predominantly used with occasional flint applications to provide contrast to landmark buildings and buildings in key areas.

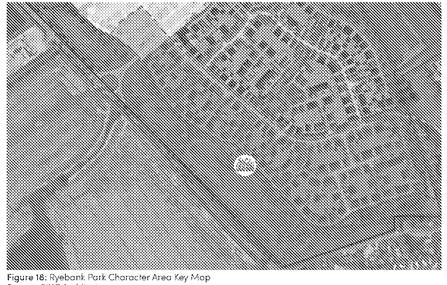
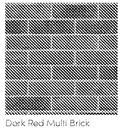
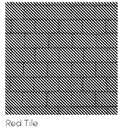


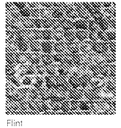
Figure 18: Ryebank Park Character Area Key Map
Source: FINC Architects

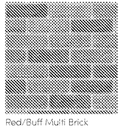

Red Multi Brick

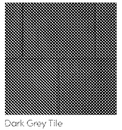

White Render


Dark Red Multi Brick


Red Tile


Flint


Red/Buff Multi Brick


Dark Grey Tile

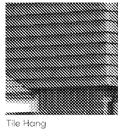

Tile Hang

Figure 19: Example Streetscene and Materials
Source: FINC Architects and Google

Ryebank Park

Figure 20: Ryebank Park Character Area
Source: FINC Architects

Built Form

The NDG states that well-designed places have:

"- compact forms of development that are walkable, contributing positively to well-being and placemaking;
- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and
- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion"

Proposed Flatblocks

All flatblocks on the site front either onto the linear park or the main spine road and can be used as way-finding focal buildings along those 2 areas. Due to their 3 storey height, they provide enclosure and overlooking onto the more prominent areas of the site. All flatblocks on the site are bespoke, with feature materials and detailing dependant on their character area.

Flatblock 162-170

Flatblock 135-142

Flatblock 214-221

Flatblock 191-198

Figure 21: Proposed Flatblock Elevations
Source: FINC Architects

Proposed Streetscenes

Each street displays a distinct sense of character depending on where it is in the site and provides a range of interesting sights as users wander the site whether they are in a vehicle or on foot.

Figure 22: Coloured Streetscene A-A
Source: FINC Architects

Figure 23: Streetscene A-A Key Map
Source: FINC Architects

Proposed Streetscenes

Figure 24: Coloured Streetscene B-B
Source: FINC Architects

Figure 25: Streetscene B-B Key Map
Source: FINC Architects

Movement, Access and Connectivity

Movement

The NDG states that a well designed movement network defines a clear pattern of streets that:

"- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
-limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
-promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
-incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."

This is also echoed in the Design Code, leading to our site considering both these documents when designing the extensive movement network, firstly by retaining and enhancing its existing connections to create a permeable and accessible development. Our movement framework follows that of the movement parameter plan set out in the Design code, shown adjacent.

The proposals utilise the existing public right of way that runs through the site east to west, integrating it into the proposals to provide greater connectivity to the wider area, forming sustainable connections into and across the development.

The development's vehicular access is primarily served off of a proposed roundabout located on Yapton Road, on the site's south-western boundary. This then leads north-east up through to the northern part of the development where another access off of Ford Lane is located, creating a through route. These routes meander around the site, connecting the character areas and accounting for its topography.

A loop road with a cycle path branches off from the main spine road, with shared surfaces branching off of this route and other arterial routes, which adopt a more organic approach in their design and encourage lower vehicle speeds, whilst encouraging sustainable methods of movement such as walking and cycling. Private drives and mews streets then branch off of the shared surfaces to serve the development edges. Footpaths also branch away from roads towards the edges of the development, providing connections to existing settlements.

Figure 26: Primary Street Example Sections
Source: Design Code

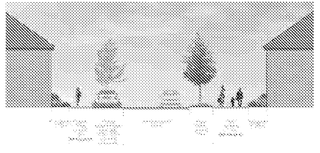


Figure 27: Secondary Street Example Sections
Source: Design Code

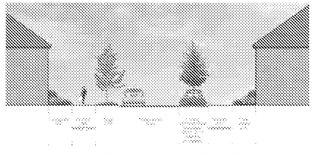


Figure 28: Tertiary Street Example Sections
Source: Design Code

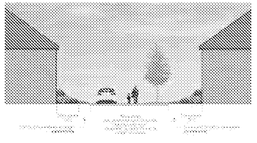


Figure 29: Mews Street Example Sections
Source: Design Code

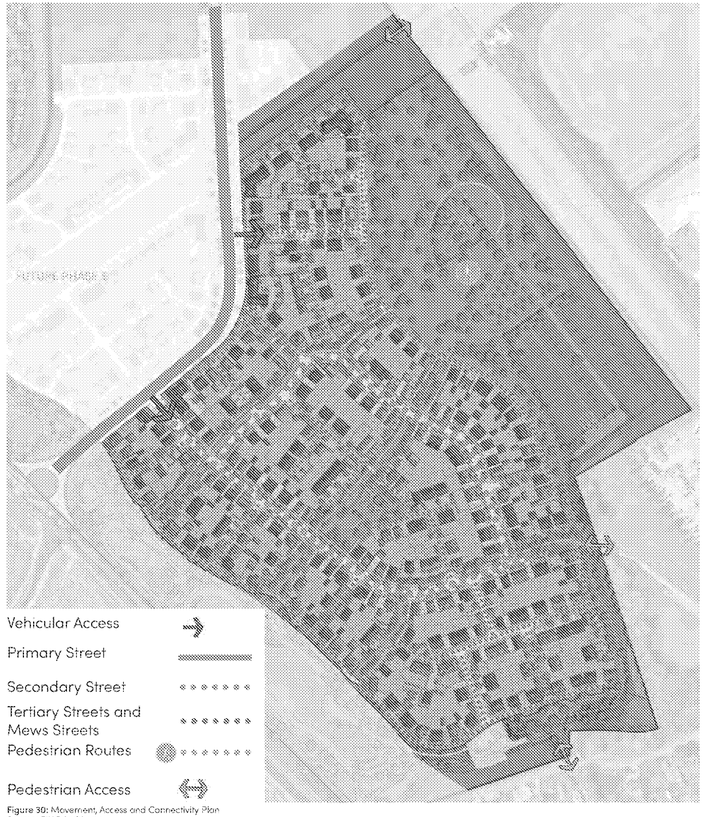


Figure 30: Movement, Access and Connectivity Plan
Source: FINC Architects

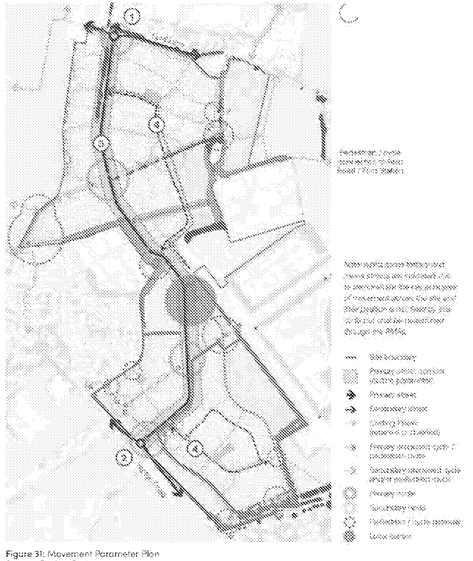


Figure 31: Movement Parameter Plan
Source: Design Code

Green & Blue Infrastructure

Nature

Key areas of public open space are strategically located both towards the edges development, as well as pockets of green areas and green corridors being located throughout the centre of the site. This will ensure areas of open space are convenient and accessible for all users and residents.

Existing trees that have been retained across the site, with some trees having been removed. The hedgerow to the south along ryebank park was retained in order to maintain screening between the new development and the existing settlement. Where trees have been removed, they are generally considered of low value. Any tree removal will be mitigated within a landscape and ecology strategy that will provide 10% biodiversity net gain on site.

Sustainable drainage attenuation features are spread throughout the development, mostly being located to the south of the site with swales northwards. In retaining trees, proposing new trees and attenuation, the site has maximised opportunities for habitat retention and creation, collectively delivering an integrated drainage, landscape and ecology structure for the development.

Please see the plans adjacent to see how we have followed the parameter plans for both green infrastructure and blue infrastructure set out in the Design Code.

Attenuation Basins

Swales

Allotments

Open Space

Green Corridor Links

Proposed Trees

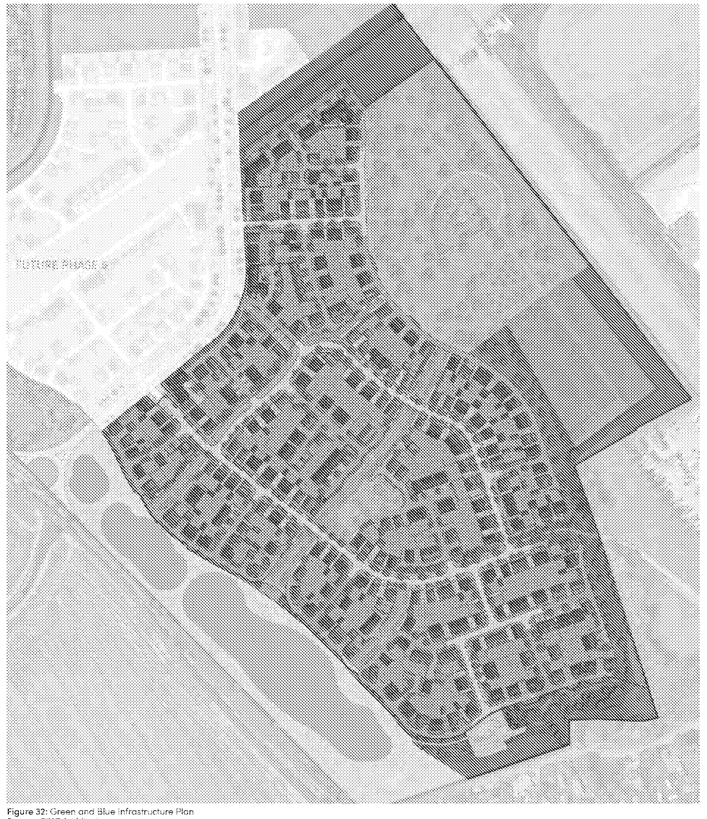


Figure 32: Green and Blue Infrastructure Plan
Source: FINC Architects

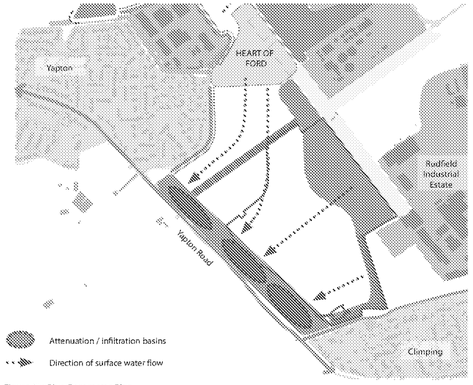


Figure 33: Blue Parameter Plan
Source: Design Code

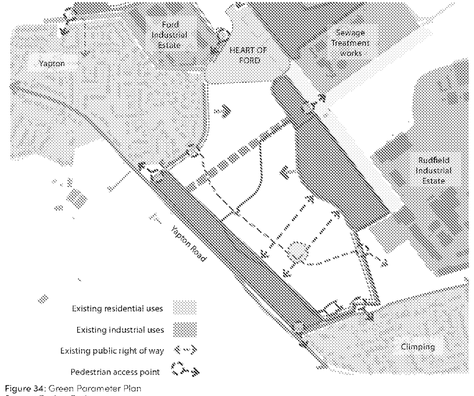


Figure 34: Green Parameter Plan
Source: Design Code

Public Spaces, Place-making & The Masterplan

Public Spaces

The proposed layout is naturally divided into a number of defined areas and spaces, each within their distinct place-making features.

A hierarchy of public spaces will be provided that range from large amenity and recreational spaces to smaller neighbourhood greens and incidental spaces.

Areas towards the development edges and shared surfaces which front onto either Runway Park or Ryebank Park, are considerably low density in nature and form a 'green edge' to the development. With areas fronting onto the linear park in the Runway have higher density and more storeys to provide enclosure.

Within the development, a number of public spaces are accessible within a 400m radius, which equates to approximately 5-minutes walk.

These spaces include focal points and parks, which serve as both formal destinations and informal recreational areas. Their locations tend to be around the development edges, within the larger open spaces. Ryebank Park had a cluster of 4 LAPs within it, scattered within the open space with plenty of opportunities for play. A larger standalone LAP is located in the pocket open space north of Ryebank Park, and is easily accessible being within the development area. Finally, a LEAP and sensory trail is located in the Runway Park open space, providing play space on this side of the phase 4 development, with a more diverse range of playing equipment. All park areas have their own identities with themes relating to the heritage of Ford, and are easily accessible and within walking distance to encourage usage.

Open Space

Play Trails

LEAPs

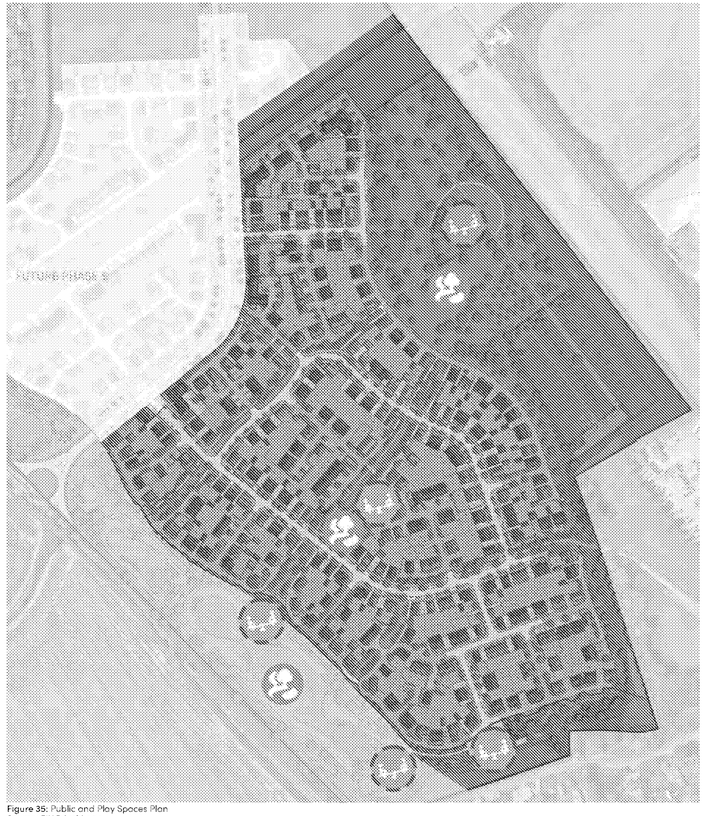


Figure 35: Public and Play Spaces Plan
Source: FINC Architects

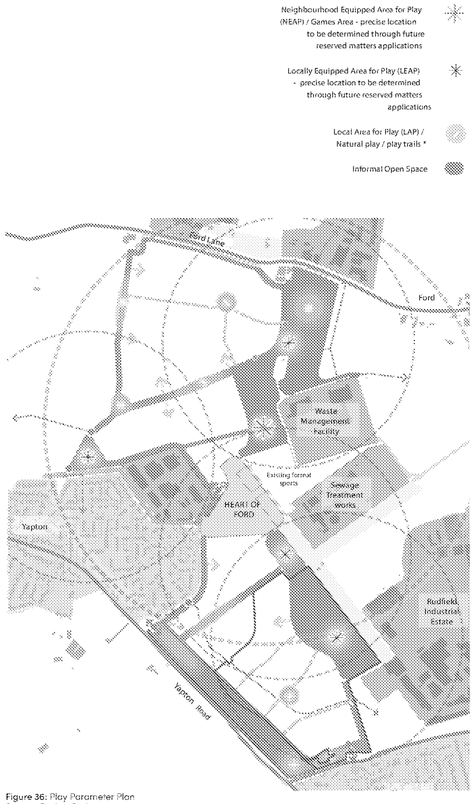


Figure 36: Play Parameter Plan
Source: Design Code

Land Use & Amount

Land Uses

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 are, 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. Within the southern parcels, Phase 5 has the highest DPH and it is more suited to having a larger percentage of smaller houses and flats where it is closer to the local centre. With Phase 4 having a larger percentage of larger houses, over both phases the housing mix and densities even out.

For full details see the Schedule of Accommodation.

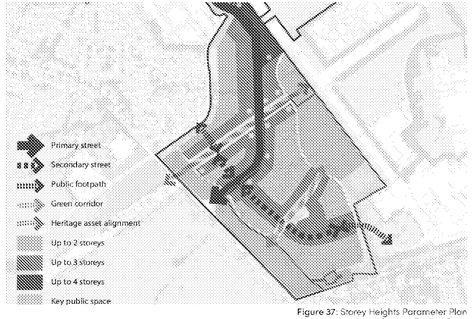


Figure 37: Storey Heights Parameter Plan
Source: Design Code

Figure 38: Storey Heights Plan
Source: FINC Architects

Figure 39: Density Plan
Source: FINC Architects

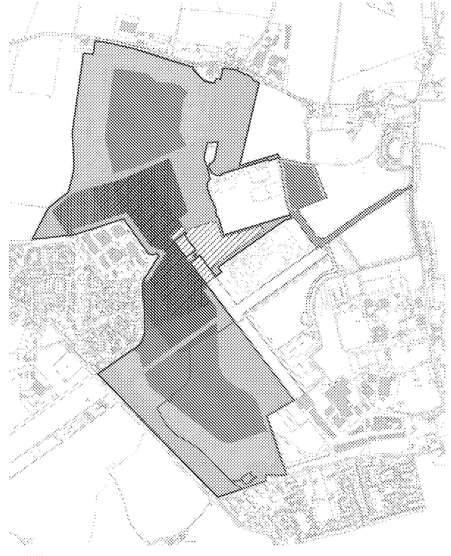


Figure 40: Density Parameter Plan
Source: Design Code

Accommodation Schedule

SCHEDULE OF ACCOMMODATION -SITE LAYOUT Rev U 17/12/2024

Affordable					
House Type	House Name	Bedrooms	Area (sqft)	Units	Total Area (sqft)
1B Apt-A Aff	1B Apt-A Aff	1B2P	544	3	1,632
1B Apt-B Aff	1B Apt-B Aff	1B2P	547	3	1,641
1B Apt-C Aff	1B Apt-C Aff	1B2P	553	3	1,659
1B Apt-E Aff-M4-3	1B Apt-E Aff-M	1B2P	751	1	751
1B Apt-F Aff-M4-3	1B Apt-F Aff-M	1B2P	758	2	1,516
2B Apt-A Aff	2B Apt-A Aff	2B4P	758	10	7,580
2B Apt-B Aff	2B Apt-B Aff	2B4P	760	2	1,520
231(Snowdrop)	FOG	2B3P	797	1	797
236 (Dunlin)	236 (H2D)	2B3P	827	9	7,443
242 (B4)	242(B4)	2B4P	855	39	33,345
352 (Egret)	352(H3E)	3B5P	1,012	27	27,324
452 (L8)	453 (L8)	4B5P	1,178	8	9,424
Totals				108	94,632

Affordable		
Bedrooms	Number	%
1B	12	11%
2B	61	56%
3B	27	25%
4B	8	7%
Total	108	100%

Sales					
House Type	House Name	Bedrooms	Area	Units	Total Area (sqft)
1B Apt-A M4-3	1B Apt-A M4-3	1B2P	693	1	693
1B Apt-B M4-3	1B Apt-B M4-3	1B2P	815	1	815
1B Apt-C M4-3	1B Apt-C M4-3	1B2P	801	1	801
2B Apt-A	2B Apt-A	2B3P	693	2	1,386
2B Apt-B	2B Apt-B	2B4P	815	2	1,630
2B Apt-C	2B Apt-C	2B4P	801	2	1,602
234(B2)	234 (M4-3)	2B3P	797	7	5,579
235	235	2B3P	1,131	2	2,262
241(Holly)	241	2B4P	855	15	12,825
236(Dunlin)	236	3B4P	827	8	6,616
341(Hazel)	341	3B4P	948	3	2,844
351(Poppy)	351	3B5P	1,031	11	11,341
354(Spruce)	354	3B5P	1,172	22	25,784
355(Spruce)	355	3B5P	1,172	22	25,784
356	356	3B5P	1,150	43	49,450
361(Heather)	361	3B6P	1,126	24	27,024
364(Nightingale)	364	3B6P	1,184	2	2,368
451(Dahlia)	451	4B5P	1,178	8	9,424
461(Juniper)	461	4B6P	1,297	10	12,970
462(Pochard)	462	4B6P	1,404	9	12,636
464(Violet)	464	4B6P	1,209	12	14,508
466(Redstart)	466	4B6P	1,397	10	13,970
467(Robin)	467	4B6P	1,481	17	25,177
468(Lily)	468	4B6P	1,287	1	1,287
473(Skylark)	473	4B7P	1,284	2	2,568
474(Willow)	474	4B7P	1,389	2	2,778
481(Shelduck)	481	4B8P	1,681	3	5,043
581(Woodluck)	581	5B8P	1,774	7	12,418
Totals				249	291,583
Grand Total				357	386,215

Sales		
Bedrooms	Number	%
1B	3	1%
2B	38	15%
3B	127	51%
4B	74	30%
5B	7	3%
Total	249	100%

Grand Total	357	
Affordable %	108	30%

Total		
Bedrooms	Number	%
1B	15	4%
2B	99	28%
3B	154	43%
4B	82	23%
5B	7	2%
Total	357	100%

Figure 41: Schedule of Accommodation
Source: FINC Architects

Homes & Buildings, Amenity Areas

Garden Sizes & Distances

The houses' rear gardens and building distances have all been designed in broad accordance with Arun District Design Guide and the Design Code, with all houses featuring gardens of adequate size. Over 94% of all gardens are 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. 99.5% of houses with a shorter garden distance are provided with a wider garden, 70% of them have over 100sqm gardens. The only plot without an extra wide garden is plot 327 with a garden depth of 10.27metres and garden area at 52sqm.

All buildings (except plot 206 and 211) have a back-to-back distance of 21m. Plots 206 and 211 are at a 29-degree angle with a minimum back-to-back distance of 17.5metres (measured from plot 211). Plot 206 is a FOG with no first-floor rear windows. So, there is not an overlooking issue between them. As they're 2-bedroom dwellings, plot 211 has a 106sqm garden and plot 206 has a 92sqm garden.

The rear/ front to side distances of the dwellings is maintained to 14m. At some mews road junctions, pinch points occur. At these points, dual frontage units are plotted to one side with the other side as a flank wall, so there is no overlooking between habitable rooms. At plot 89-91 and 94-108, one storey M4(3) bungalows sit at the south of the flanks façade, 10-meter distances are applied to use the land efficiently. The minimum garden size here is 119sqm and has no overlooking or over shadowing issues due to the one storey building height.

The front to front distances are maintained to 16m. 4 plots fall short of the front to front distance: plots 37 & 41 where it is 14.85 meters due to a parcel being restricted by SuDs placement; plot 291 & 176 is at 15.07 metres front to front, there are 5 meters of landscape strip in between them which will block the sight.

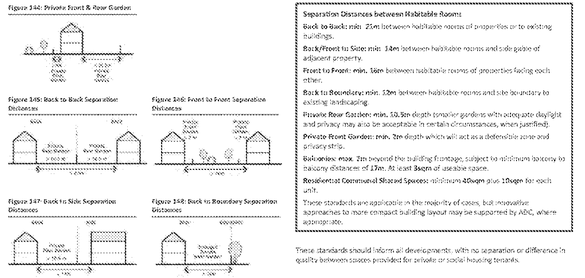


Figure 42: Seperation Distances
Source: Design Guide

Figure 43: Garden Areas Plan
Source: FINC Architects

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 & Landscape Proposal. Rear gardens will typically be enclosed by 1.8m high close-boarded fences.

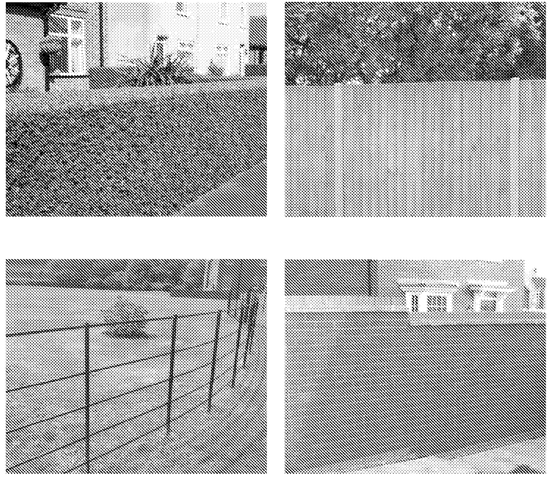


Figure 44: Example Boundary Treatments
Source: Google

Parking and Bins

Car Parking Standards

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

In toial, 87 no. visitor parking spaces (including 5 no. disable 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.

866 no. total residential parking spaces (garage space counted as 1 no.) 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. Frontage parking and courtyard parking are both landscaped appropriately to avoid car dominated street scenes and soft landscaped areas.
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. Most of houses are either semi-detached or detached, enabling convenient direct access to rear gardens. The mid terraced houses have direct access through private lane where the bins can be stored at the location close to it gate. All bins will be stored in the demised premises of each property and put out for collection at designated collection points on the relevant day, with residence bin transfer distances being less than 30 meters (Building Reg Part H6-1.8). The private footpath (where bin carrying distances is allowed) or a designated bin collection point will be the temporary place for bin to be stored awaiting for 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.

Ground Source heat pump in stead of PV panels will be applied in this development as one of the major sustainability methods.

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.

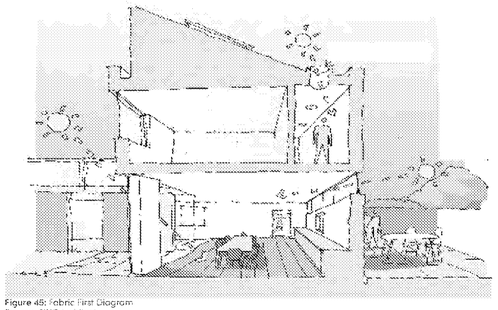


Figure 45: Fabric First Diagram
Source: FINC Architects

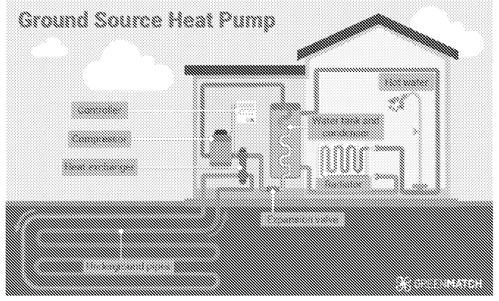


Figure 46: Ground Source Heat Pump diagram
Source: Google

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 47: Final Site Layout
Source: FINC Architects

Appendix A - Code Compliance Matrix

Key requirement	Details	Scheme compliance (√, ☒ 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

The Landings, Ford Airfield
Design Code

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.	✓	
	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	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.	✓	
	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
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	Detailed in Infrastructure RM
	The alignment of the primary street shall comply with the requirements set out in paragraph 4.16 on page 56.	✓	
Sustainable travel	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.)

finc

Code compliance matrix

Key requirement	Details	Scheme compliance (√, ☒ 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.)

finc

Code compliance matrix

Key requirement	Details	Scheme compliance (√, ☒ 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.)

finc

The Landings, Ford Airfield
Design Code

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).	✓	
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 garden depth on select plot. The distances between habitable rooms should comply. The detail justification please refer to DAS page 27.
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 garden depth on select plot. The distances between habitable rooms should comply. The detail justification please refer to DAS page 27.
	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.	✕	At Mews Street, where distance between habitable rooms' windows can not meet " Arun Design Guide" , one side dual frontage units applied.
	There shall be a clear delineation between public and private areas, defined through boundary treatments and surfacing materials appropriate to the character area.	✓	
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.	✓	Refer to "Noise Assessment Report RM4 2205771-R04B"
	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.)

finc

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.	✓	
	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.	✓	
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.	✓	
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.	✓	
	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 0.24 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.	✓	
RESOURCES			
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.	✓	No PV Panel proposed in the application.
	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.	✓	
LIFESPAN			
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.)

Vistry Group

finc

61 New London Road

Chelmsford

Essex

CM2 0ND

Code compliance matrix

Key requirement	Details	Scheme compliance (√, ☒ 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.	✓	
	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	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.	✓	
	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
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	Detailed in Infrastructure RM
	The alignment of the primary street shall comply with the requirements set out in paragraph 4.16 on page 56.	✓	
Sustainable travel	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 (√, ☒ 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 (√, ☒ 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).	✓	
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 garden depth on select plot. The distances between habitable rooms should comply. The detail justification please refer to DAS page 27.
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 garden depth on select plot. The distances between habitable rooms should comply. The detail justification please refer to DAS page 27.
	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.	✕	At Mews Street, where distance between habitable rooms' windows can not meet " Arun Design Guide", one side dual frontage units applied.
	There shall be a clear delineation between public and private areas, defined through boundary treatments and surfacing materials appropriate to the character area.	✓	
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.	✓	Refer to "Noise Assessment Report RM4 2205771-R04B"
	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.	✓	
	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.	✓	
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.	✓	
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.	✓	
	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 0.24 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.	✓	
RESOURCES			
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.	✓	No PV Panel proposed in the application.
	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.	✓	
LIFESPAN			
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.)