LB Harrow

Design Code
Stage 0

November 2021

Draft for consultation

Harrow Small Sites Design Code SPD

Harrow COUNCIL LONDON

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TROY PLANNING + DESIGN

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Harrow Small Sites - Design Code
Document History

Version	Date	Description
01	05.11.21	Draft issued for Cabinet review
02	15.12.21	Draft issued for Cabinet review with dates confirmed

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Contents

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Introduction

Preface

Draft Small Sites Design Code SPD

The London Plan (2021) has introduced a new policy (Policy H2 Small Sites) which specifically relates to small site developments (sites less than 0.25 hectares). The policy seeks to proactively support well-designed new homes on small sites across London. To assist in delivering such developments within the borough in an appropriate manner, Harrow Council is proposing to provide guidance by way of a Small Sites Design Code Supplementary Planning Document (SPD) (this draft document). The Design Code SPD will support existing policy within the Harrow Local Plan, and will provide guidance and certainty for developers, members of the public and planning officers. The Design Code SPD will assist the Harrow Council in meeting the housing targets for this type of development as set out within the London Plan (2021).

The Design Code SPD will also provide updated guidance for householder planning applications, which will assist Harrow residents who wish to extend their homes. This element of the Design Code SPD would replace the existing Harrow Residential Design Guide Supplementary Planning Document (2010).

The Design Code SPD will ensure that new small site housing developments within Harrow will be of the highest quality, whilst also being sensitive and referential to its context. The Design Code SPD will establish defining principles to assist in bringing forward successful schemes, such as referencing and evolving local character, responding to contemporary needs and standards, making efficient use of land, achieving the highest design quality and increasing the quality of life for Harrow's residents. Following this the Design Code SPD will set out borough wide design principles to assist in ensuring high quality developments are brought forward, including established factors such as amenity space, security materials, greening, biodiversity and parking.

A draft of the proposed SPD has been prepared and the Council is undertaking a period of consultation on the draft document to inform the final version. For more information, please visit https://www.harrow.gov.uk/planning-developments

If you would like to comment on this Draft Small Sites Design Code SPD document, you can do so by using the following methods:

Harrow Website – online questionnaire: https://consult.harrow.gov.uk/consult.ti

By email to: ldf@harrow.gov.uk

By post to: Planning Policy Team, London Borough of Harrow, PO Box 65, Civic Centre.

In responding to this draft SPD please clearly state the matter and section / paragraph within the document to about which you are commenting, together with any changes that you are seeking.

Activity	Date
Authority to Consult Approval by Harrow Cabinet	18th November 2021
Public Consultation	17 December 2021 to 7 February 2022 (11:59 pm)
Post consultation amendments to the SPD	February 2022 to March 2022
SPD ready for adoption (Harrow Cabinet)	April 2022

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Introduction
Purpose of this document

This Small Sites Design Code SPD will serve as a document relevant to development of housing on small sites in Harrow.
This document has been produced in consultation with LB Harrow's planning team, representatives from the Metropolitan Police and the Harrow Planning Group.

What is the Small Sites Design Code?
- A tool to advocate good standards of design quality on sites of less than 0.25ha
- An instructive design guide to be used by developers and housing providers.
- Guidance for multi-disciplinary design teams.
- A resource which aids placemaking while retaining its inherent character.
- A guide to ensure all new residential developments are sustainable and resilient to climate change

Who is it for?
- Design Teams

Future designers of housing should use this guidance to understand the detailed requirements set out by LB Harrow in terms of its housing standards. While this guide should not replace borough-specific or London-wide policy, it demonstrates an ambitious approach by the borough to go beyond the minimum level of quality across all housing.
- Contractors & Development Partners
- LB Harrow internal stakeholders and departments.
- Residents and householders for alterations of their properties and to give them clarity on the nature of development in the borough.

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Introduction
Policy context

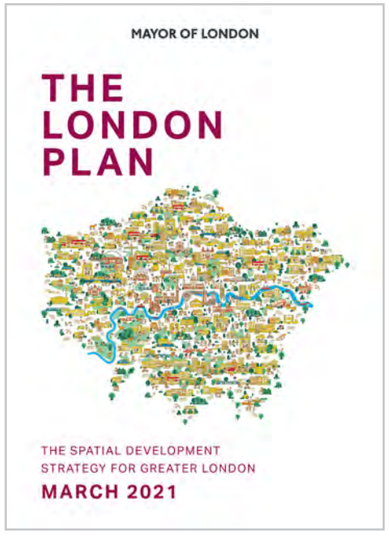
Context

This design code is incredibly important in the context of the **NPPF** and published **London Plan**, which emphasise the role of Small Sites in contributing towards housing delivery. In Harrow, based on completions over a twelve year period, an annual average of 253 new homes have come forward on Small Sites. The London Plan 2021 establishes a requirement for an annual average of 375 units (for Harrow) on Small Sites over the ten year period. This is in the context of a target of 802 homes a year in total. The figures are based on a modelled approach and assumes that 0.3% of the existing stock of houses will increase in density in areas which benefit from PTALs 3 to 6 or are within 800m of a tube station, rail station or town centre boundary.

This modelled approach from the new London Plan exceeds past performance by around 150%. So key questions must be asked about where these sites are and how Boroughs can plan effectively for this scale of growth. The NPPF encourages Councils to take a **proactive approach** to site identification, making best use of previously developed land. This message is reiterated in the London Plan, which says that Boroughs should identify as many sites, including small sites, as possible.

National Model Design Code

The model Design Code sets out a structure for the coding process which this document has followed.



Coding Process

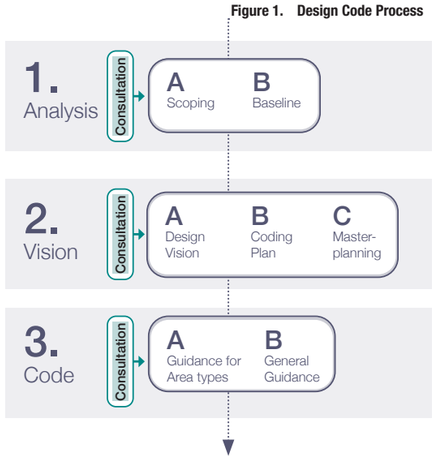
21. The process of preparing a local design code is based on the following seven steps:

1. Analysis
1A - Scoping: Agreeing on the geographical area to be covered by the code and the policy areas that it will address.
1B – Baseline: Bringing together the analysis that will underpin the code and inform its contents.

2. Vision
2A – Design Vision: Dividing the area covered by the code into a set of typical 'area types' and deciding on a vision for each of these area types.
2B – Coding Plan: Preparing a plan that maps out each of the area types and also identifies large development sites from allocations in the local plan.
2C – Masterplanning: On larger sites working with land owners and developers to agree a masterplan for each of the development sites establishing the key parameters and area types.

3. Code
3A – Area Type Guidance: Developing guidance for each area type by adjusting a set of design parameters.
3B – Design Code Wide Guidance: Agree on a set of policies that will apply equally across all area types.

Figure 1. Design Code Process



Policy H2 Small sites

A Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

1) significantly increase the contribution of small sites to meeting London's housing needs
2) diversify the sources, locations, type and mix of housing supply
3) support small and medium-sized housebuilders
4) support those wishing to bring forward custom, self-build and community-led housing
5) achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.

B Boroughs should:

1) recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites
2) where appropriate, prepare site-specific briefs, masterplans and housing design codes for small sites
3) identify and allocate appropriate small sites for residential development
4) list these small sites on their brownfield registers
5) grant permission in principle on specific sites or prepare local development orders.

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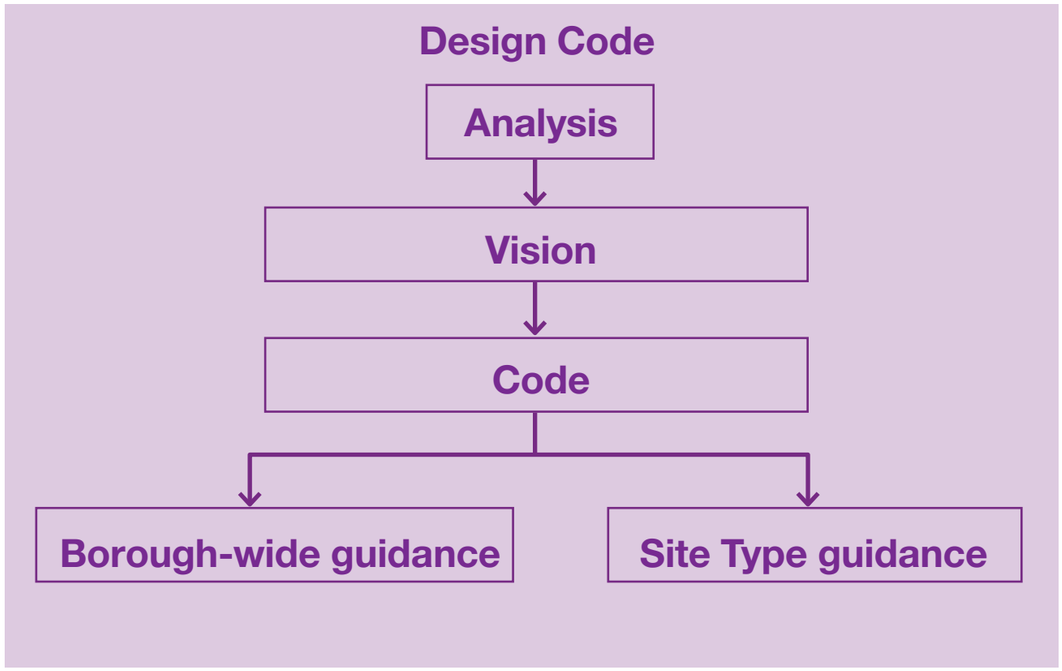
Document structure



Relevant documents

(to be superceded by most recent version)

Harrow Characterisation Study and Tall Buildings Study, 2021

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Secure by Design Homes 2019

London Plan 2021

Housing SPG 'Good Quality Homes for all Londoners' 2020

Priority system

In a similar format to the Interim London Housing Design Guide, the coding of this document falls into two categories, Priority 1 and Priority 2. Designers will be expected to follow the standards set out in the Housing SPG and the London Plan, as well as this document.

Priority 1

A minimum requirement, non-compliance must be clearly justified

e.g. each dwelling which faces onto a source of poor air quality or noise must have a secondary aspect

Priority 2

Strongly encouraged, would demonstrate good quality design

e.g. ground floor dwellings should generally be maisonettes, avoiding bedrooms at ground level

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Analysis

1 Analysis
1.1 Defining Harrow character

Harrow is a place which has developed over time as a result of the expansion of the Metropolitan Line outwards into what was once countryside. This blend of **town and country** is what makes Harrow a special place to live and work however it is facing a challenge with regard to its need for new housing. Much of the borough is known affectionately as **'Metroland'**, the low-rise semi detached housing which was built in a relatively short period of time in the interwar period.

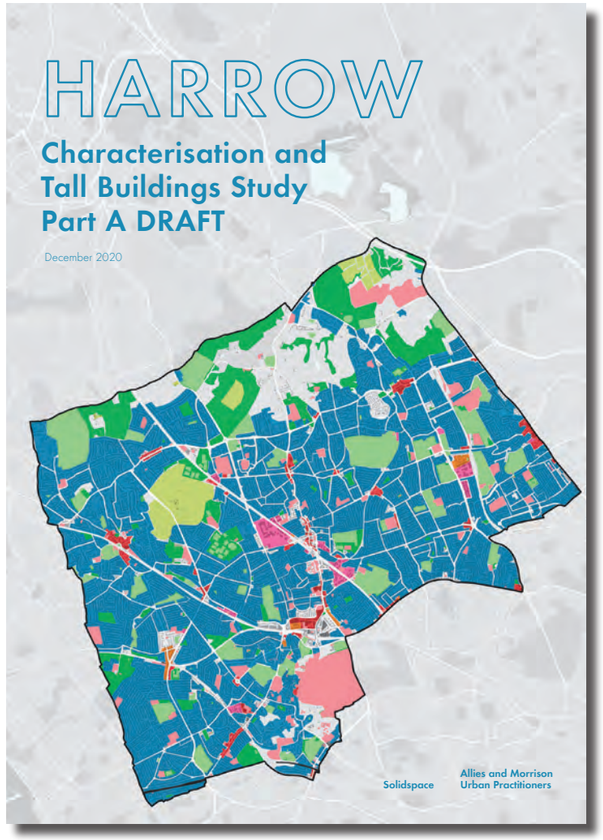
This **suburban character** can provide clues as to how we might design better housing today however it is a model based heavily on the private car. Suburbia can be sometimes experienced as endless sprawl which creates unnecessary uniformity. It has over time created opportunities for leftover sites and backland areas to be better used, particularly for housing.

Extract from Harrow Characterisation and Tall Buildings Study 2021:

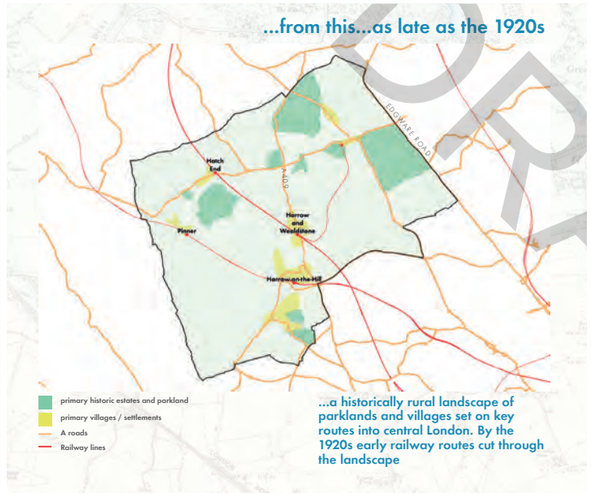
"Significant neighbourhoods of semi-detached and short terraces appeared rapidly as fields became homes, gardens, streets, parades and recreation grounds. This 'metroland' housing continues to be one of the principal characteristics of Harrow's suburbs, particularly to the south east and south west of the borough."

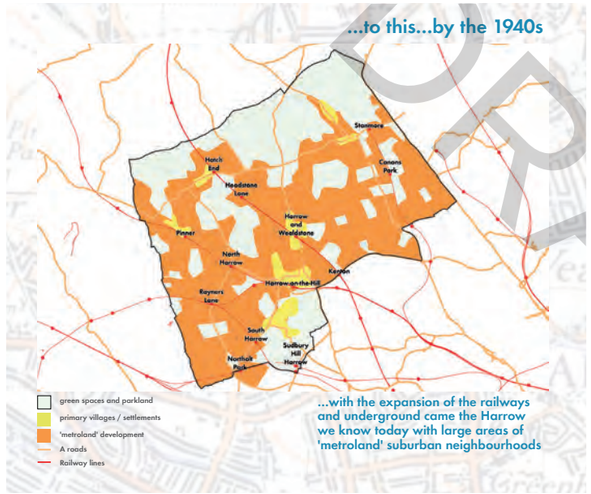
Principles of the characterisation study:

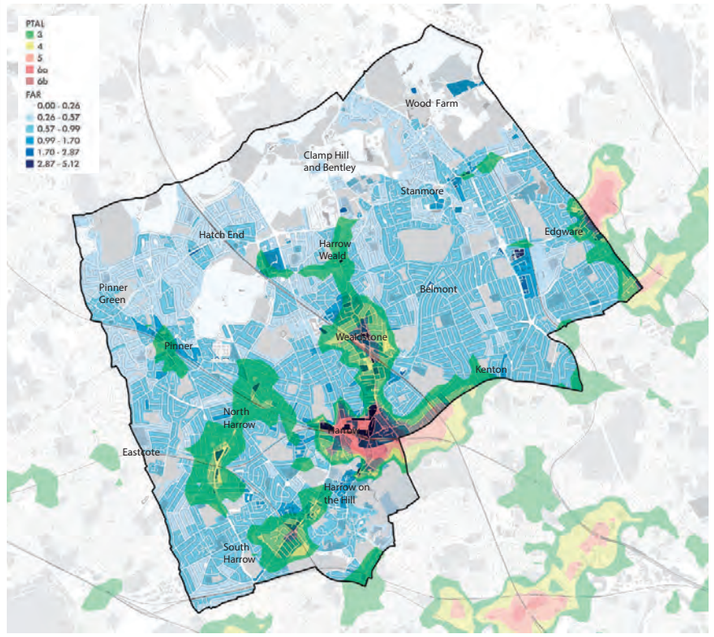
1. **Celebrating and enhancing the verdant landscape**
2. **Strengthening the role of local centres and stations**
3. **Suburban evolution: growth beyond town centres**
4. **Celebrate and invest in placemaking assets**
5. **Changing character: from barriers to places**
6. **Repairing edges and mediating scales**



'Harrow Character and Tall buildings study sets out a description of the physical form of the borough, its history, places, streets and buildings. This analysis helps to provide an understanding of the particular attributes which make the borough of Harrow what it is today, and draws out the identity of each neighbourhood within the borough.'







Floor Area Ratio (FAR) and Public Transport Accessibility Level (PTAL) 3-6b

Radial routes driving development

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1 Analysis
1.1 What is Harrow's character?

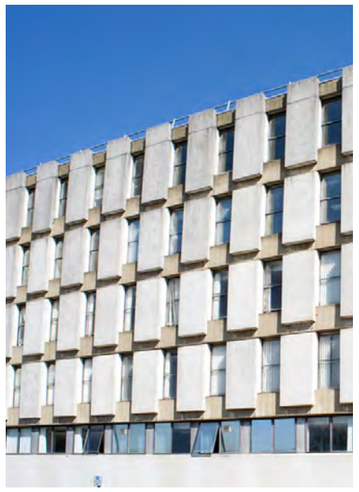
Metroland
As with many parts of Outer London, Harrow transformed dramatically as transport infrastructure improved, namely the Metropolitan railway extending to Stanmore. The majority of housing stock was built in the boom period between the World Wars in the form of semi-detached and terraced streets. Almost two-thirds of Harrow's housing dates from this period.

Modern
Generally, modernist buildings in Harrow are more the exception to the general rule of suburbia. The Civic Centre is one example of this along with a number of celebrated underground stations.

Contemporary
This Design Code seeks to influence this new phase of development

Arts and Crafts
The early railway developments made Harrow a particularly desirable place to live, resulting in a number of grand estates and private homes. For example Sir John Soane redesigned Bentley Priory as a lavish private home. Harrow Weald for example has examples of former country estates such as Grim's Dyke designed by Richard Norman Shaw. In many ways this period stylistically influenced what was to come with the suburban boom termed 'Metroland.'

Art Deco
There are various Modern or Art Deco assets across the borough from the 1930s which are generally three to four storeys in scale.



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1 Analysis
1.1 What is Harrow's character?

Harrow's character is a complex mix of languages borrowed from former or imagined pasts of the English countryside. A fundamental part of Harrow's character is its **landscape** and **public realm**.

Mature trees across the borough act as reminders of a more rural past with dense pockets of woodland. Small sites can act as a way to link broken parts of **green and blue infrastructure** across the borough as well as providing new green spaces of their own. As the borough densifies, there will be inevitable pressure on the quality of the landscape and public realm on new developments to both meet high levels of design quality and be relevant to Harrow's existing streetscape.

Spatially, Harrow is built up of centres which expanded from villages once the **railways** arrived such as Pinner or Wealdstone. New developments should seek to connect neighbourhoods in a shift away from the private car towards other modes.

This collage identifies these elements of Harrow's character and acts as a reminder of the priorities for future development.

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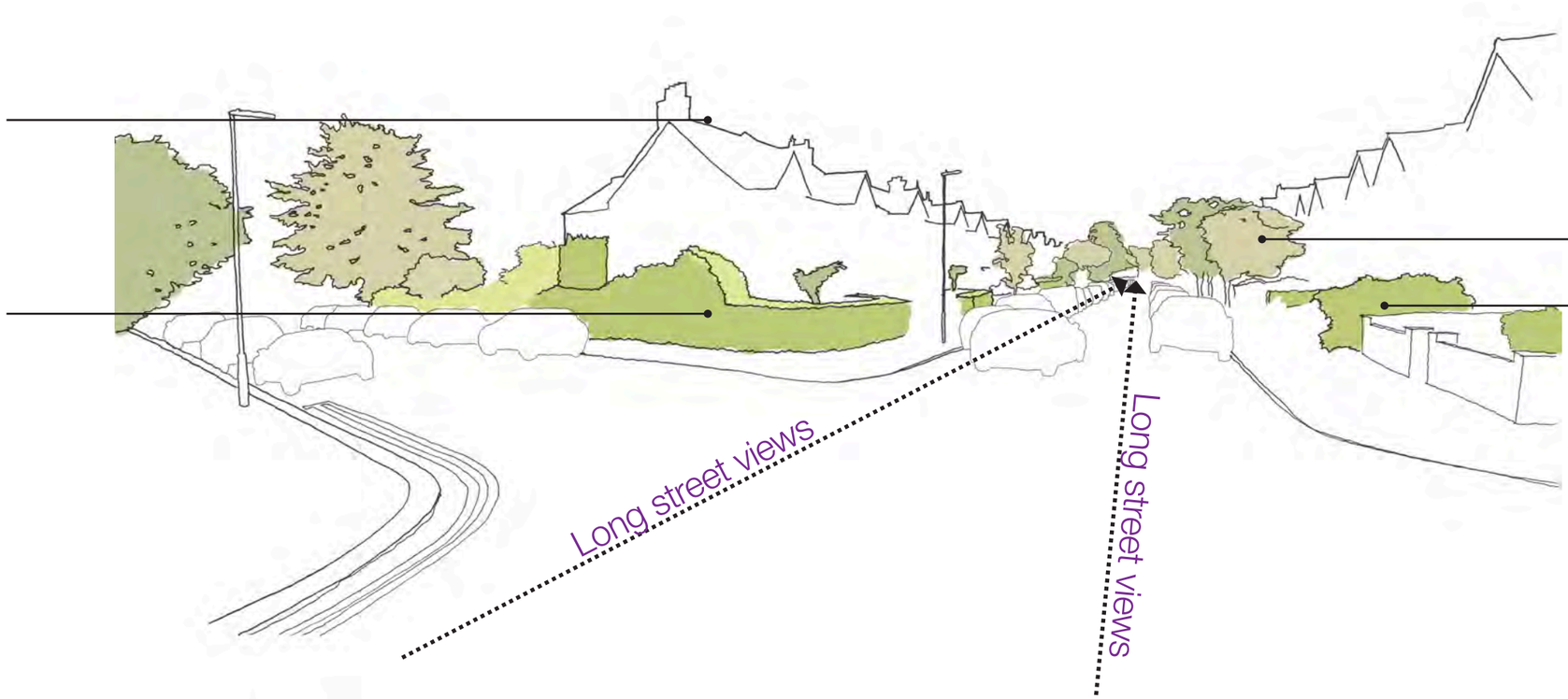
Street scene



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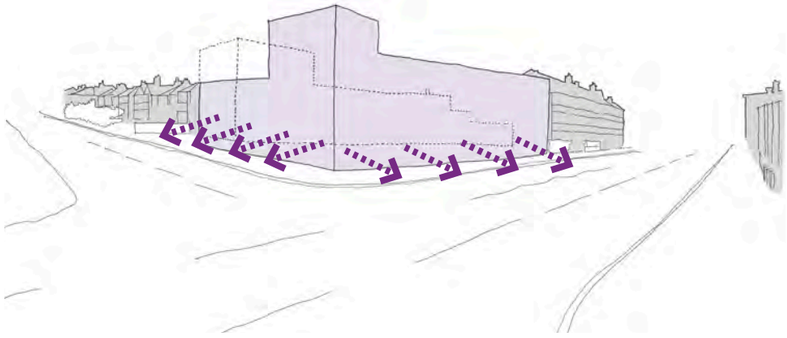
Integrate parking within the street design



Create new frontage where large set backs currently exist

Compose well-proportioned elevations at a scale sympathetic to a suburban location

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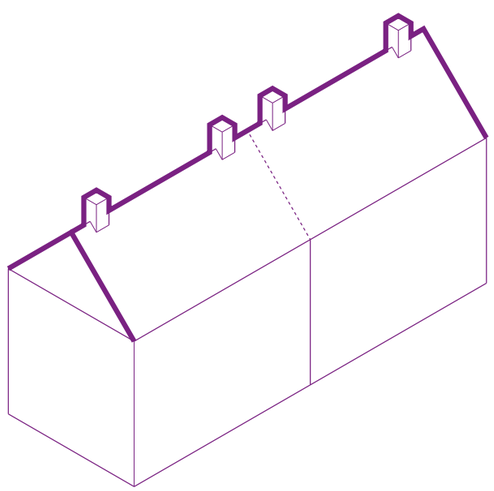
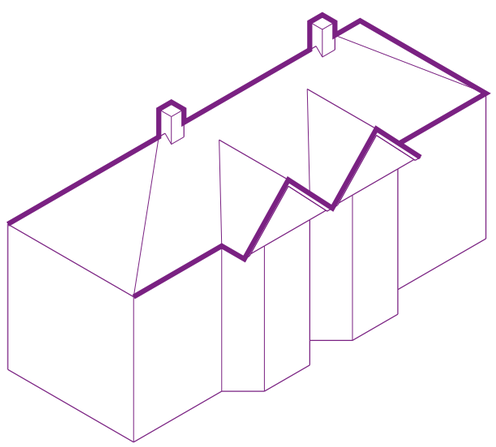
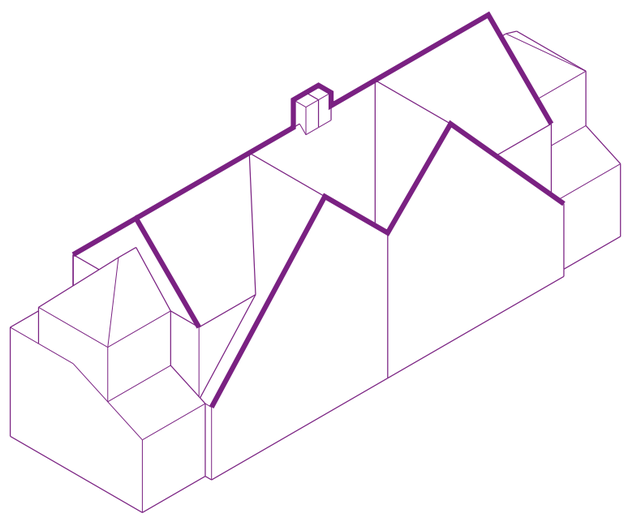


Terrace - pitched



Semi-detached - front gable



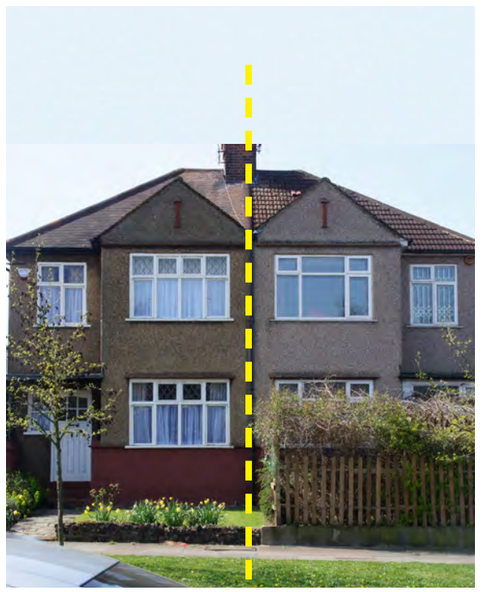
Expressive front gable - e.g. cat-slide

Metroland nostalgia

- Pitched roofs
- Bay windows
- Defined entrances
- Brick, tile and render
- Simple symmetry and proportion

Arched recessed entrance

Brick base ‘High sock’

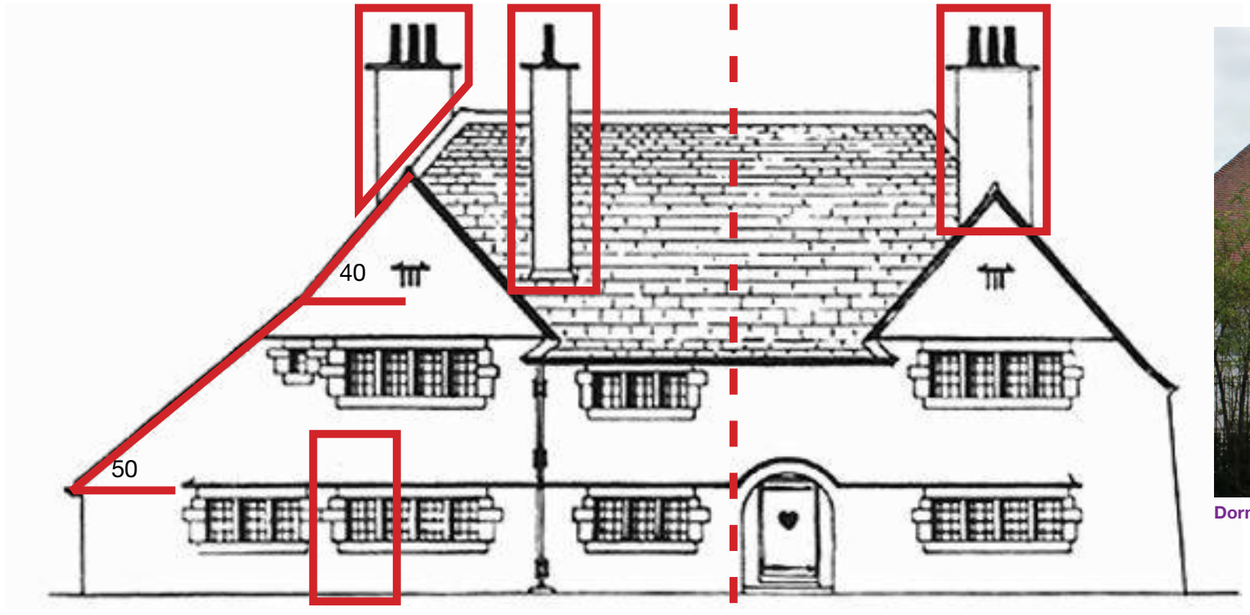


Symmetry

Repeating window proportions

Arts & Crafts DNA

- Catslide, 40 & 50 degree pitch
- Asymmetry
- Chimneys
- Clarity of form and structure
- Dormer windows
- Expressed plinth ‘sock’
- Celebrated entrances
- Domestic scaled features



C.F.A. Voysey, The Orchard

Dormer windows

Expressive chimneys

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Facade

Roof

Ground / boundary

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Vision

2 Vision
2.1 What is new development expected to achieve?

New housing development in Harrow must be of the **highest quality** while also being **sensitive** and referential to its **context**. Much of Harrow was built on the back of bold innovation from both the public and private sectors as a response to changes in living patterns as London developed outwards. One example of this is Pinnerwood Park, which was built as an estate by the Artizans, Labourers & General Dwellings Company in the 1930s. This estate drew on the **Garden Suburb** ideal with red brick houses set in green landscape with tree lined streets and houses separated by hedges, not walls. These ideas were at the time innovative as they married elements from the past with a new approach to greening and open space.

New housing must consider the **established** factors for good design:

- Orientation
- Amenity space
- Security / lighting
- Existing built context
- Daylight
- Materials
- Greening
- Biodiversity

New housing must also be aware of **emerging** changes in society driving changes in living patterns:

- Energy performance
- Demand for home working
- Drop-off space for home deliveries
- Electric car points
- Increased cycle use
- More demand for private amenity space

Defining principles:

1 Reference and evolve local character

2 Respond to contemporary needs and standards

3 Make efficient use of land

4 Achieve the highest design quality

5 Increase the quality of life for Harrow's residents

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These seven site types have been selected to form guidance around a series of recurring site types across Harrow.

Urban Core

Core areas are identified as either ‘Metropolitan Centres,’ ‘Major Centres’ or District Centres within Harrow’s Core Strategy. Development is relatively dense and built up around main roads. Urban Cores include a variety of land uses. See London Plan for more information on the definition of urban centres.

Big box

Big box sites represent light industrial or retail park typologies with minimal green space

Open Space

Open space sites should only be considered for development if they are leftover spaces which have little amenity value

Garages

Garages are often under used and space intensive, these can be found alongside apartment blocks, particularly on public land. Many of these garages include hardstanding for turning vehicles.

Infill

Infill can refer to a number of site types, for example backland areas accessed from secondary or private roads, corner infill or simply infill between existing properties. These can be derelict sites or unattended sites with vegetation. The scale of these sites tends to align with the urban grain and surrounding developments. Many of these sites are situated in residential suburban streets.

Suburban detached

These sites are situated on low/medium density streets. Typically, buildings on these sites are set back from the street. The plots are typically wider and deeper than neighbouring development. Due to their size, these buildings are often used as pubs/ restaurants or have been subdivided into flats. Often, the deeper plots allow for extensive parking to support their existing use.

Car Parks

These can take the form of ground-level parking or a multi-storey car park. These tend to be large in scale compared to the surrounding buildings.

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This table seeks to provide some indicative numbers of densities across the various site types. These figures are intended as guidelines only to understand what might be expected from each site type. They have been derived from design work on indicative sites for each typology.

Please note final numbers for a site will be determined upon through a design led approach and may deviate from the ranges indicated.

	Big Box	Urban Core	Suburban Detached	Car Parks	Infill	Garages	Open Spaces
PTAL	2-6b	4-6b	0-2	0-6b	0-3	0-6a	0-6b
FAR* (approx.)	1.0-2.0	1.7-3.0	1-1.5	1.0-2.0	1	0.6-2.0	1.0-2.0
Density (approx.)	80-100 u/ha	120-200 u/ha	50-90 u/ha	60-90 u/ha	35-100 u/ha	50-70 u/ha	50-150 u/ha

* Gross floor area of all floors of the building / Area of the site = FAR

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Bringing forward efficient schemes which yield as many new homes as appropriate on small sites often requires the application of innovative design to solve the complexities associated with these sites.

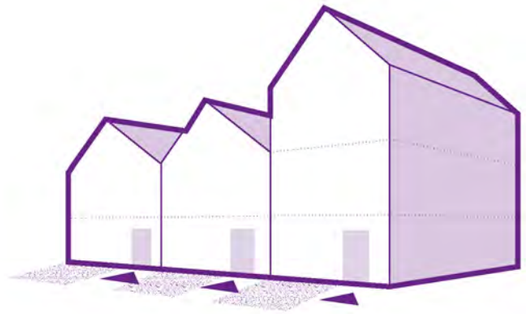
Whilst most of these typologies may be a departure from historical metroland typologies seen throughout Harrow, all have been selected as being able to provide density in a manner which is sensitive to the suburban context. The selected typologies are illustrated with built examples, proving the workability of the typology in practice.

For each site type, we have noted the typologies which are most likely to be appropriate.

The Terrace

A widely used historical typology which can be reinterpreted in numerous ways to suit different contexts and modern requirements.

- 2 to 3 storeys commonly, depending on bedrooms required
- A pitched roof can be applied, often with accommodation located within the roof space, sometimes with a dormer
- Dual aspect (front and rear aspect)
- Each unit has its own front door, and garden to the rear. Should be realised with individual bin and bike stores
- Bedrooms commonly located at first / second floor, with living spaces overlooking the urban street realm

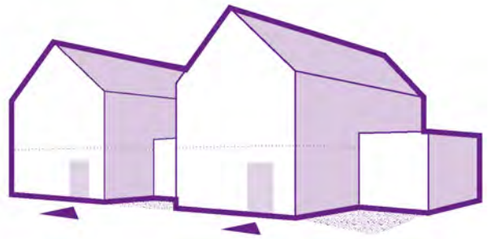


Precedents pictured (clockwise from top left): a) Dujardin Mews in Enfield by Karakusevic Carson Architects ; b) Dora Carr by AHMM Architects ; c) Nunhead Green in Peckham by AOC Architects ; d) Anne Mews in Barking by AHMM Architects

The Mews

An innovative typology applied in tight infill locations where aspect and overlooking are key drivers. The rear wall of the mews forms the boundary with neighbouring land, often private gardens.

- 2 to 3 storeys commonly, depending on bedrooms required
- A pitched roof can be applied
- Amenity space provided in a courtyard at ground and roof terrace at first
- Dual aspect (front and sideways into the courtyard / terrace)
- Each unit has its own front door
- Should be realised with individual bin and bike stores
- Bedrooms commonly located at first / second floor, with living spaces overlooking the urban street realm

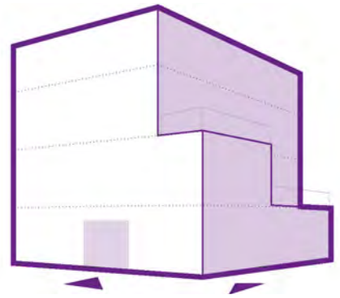


Precedent pictured: Moray Mews in Haringey by Peter Barber Architects

The Book-End

Applied in low density situations to provide smaller units (one and two bed apartments). Units are stacked above each other (one per floor), and roof terraces carved from the massing.

- 3 to 4 storeys commonly
- A pitched roof can be applied
- Amenity space provided on roof terraces carved from the massing at each level. Ground floor unit has a garden
- Dual aspect
- Each unit has its own front door and private stair. Alternatively, a single entrance and shared stair can be provided
- A shared bin / bike store areas needs to be provided at ground floor

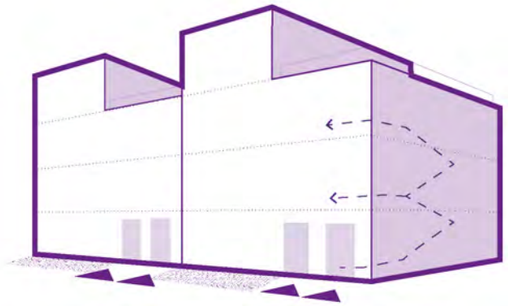


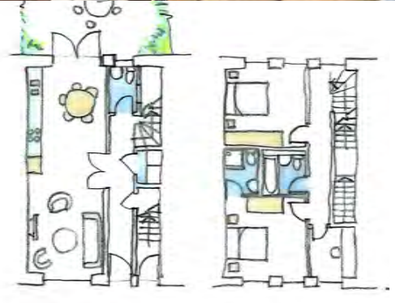
Precedent pictured: Goldsmith Street Housing in Norwich by Mikhail Riches Architects

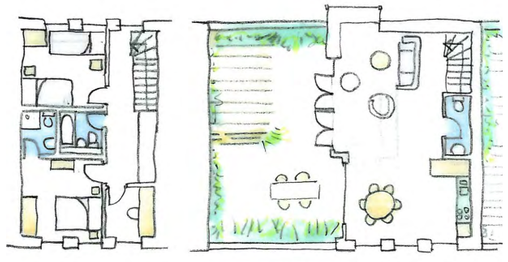
The Tyneside Flat

A historic typology re-imagined for modern requirements. Used in low density situations to provide greater density, and a mix of smaller and larger family houses. A two storey duplex is provided at ground and first, with a single level smaller dwelling provided on top with a roof terrace.

- 3 storeys
- A pitched roof can be applied
- Amenity space provided as a rear garden for ground floor unit, with a roof terrace provided for the upper level apartment ontop of a neighbouring flat roof terraced house (only where there would be no amenity impacts on nearby existing developments).
- Dual aspect (front / rear for bottom unit and front / side onto roof terrace for upper unit)
- Each unit has its own front door, with upper unit having its own stair
- Should be realised with individual bin and bike stores
- Bedrooms commonly located at first / second floor, with living spaces overlooking the urban street realm





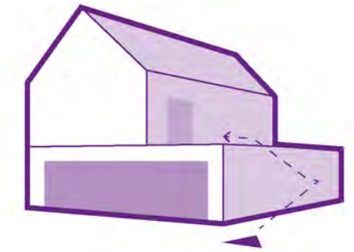


Precedent pictured: The Malings in Newcastle-upon-Tyne by Ash Sakula Architects

The Live-above-work

This typology can be applied in many different forms, but in the course of this exercise has been used in tight infill locations where the use of an apartment block with employment plinth is not suitable. Employment use is provided at ground, with an external stair leading to roof terraces from which residences can be accessed.

- 2 to 3 storeys (single storey of employment, with 1 to 2 storey residential units above)
- A pitched roof can be applied
- Amenity space provided as roof terraces (only where there would be no amenity impacts on nearby existing developments)
- Employment space is provided at ground
- Dual aspect (front / side onto roof terrace)
- Each unit has its own front door, accessed at first floor level. A shared external stair provides access to this level.
- Bin and bike stores combined and shared

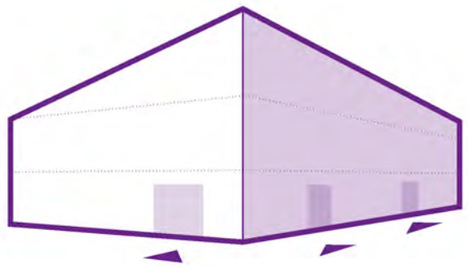


Precedent pictured: Foundry Mews in Barnes by Project Orange Architects

The Suburban Apartment

This is an apartment block specially designed to sensitively fit in to low density surroundings. A pitched roof form allows the block to step down at sensitive edges, and can also provide additional internal space for units.

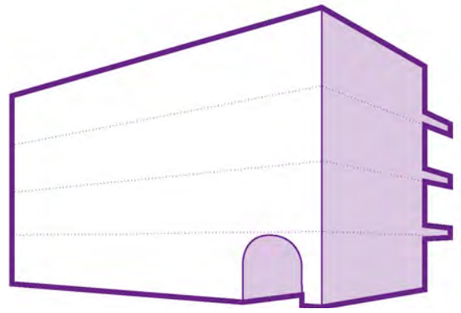
- 3 to 5 storeys typically depending on context
- A pitched roof allows the building to step in height as it responds to its surroundings
- Private amenity space provided as a rear gardens for ground floor units, with balconies above. Shared amenity space provided at ground
- Dual aspect due to the use of an external access deck
- Shared core with stair, lift and combined bin / bike stores
- Often realised with duplex units at ground and first floor



The Mansion Block

This is a more traditional apartment block suited to more urban locations (such as urban centres / high streets).

- 4+ storeys typically depending on context
- Usually provided with a flat roof to allow for greater density
- Private amenity space provided as a rear gardens for ground floor units, with balconies above. Shared amenity space provided at ground
- Dual aspect due to the use of an external access deck
- Shared core with stair, lift and combined bin / bike stores
- Often realised with duplex units at ground and first floor



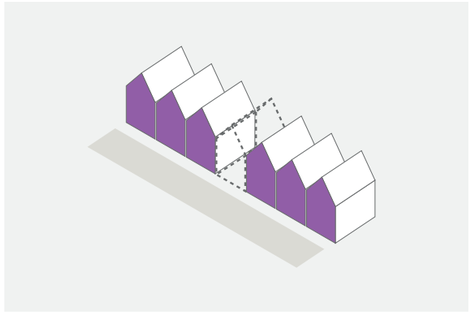
Precedents pictured (clockwise from top left): a) The Echos in Thurrock by Bell Phillips Architects ; b) The Rye in Peckham by Tikari Works ; c) Krøyer Square in Copenhagen by Vilhelm Lauritzen Architects + Cobe ; d) Grange Farm Phase 01 (currently under construction) in Harrow by Hawkins\Brown Architects

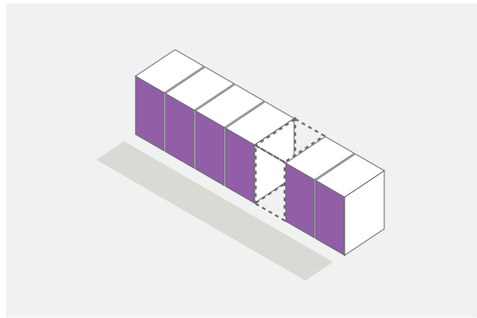
Precedents pictured (clockwise from top left): a) Agar Grove in Hackney by Hawkins\Brown Architects ; b) Kings Crescent by Karakusevic Carson Architects ; c) Agar Grove in Hackney by Hawkins\Brown Architects ; d) Silchester Estate in Kensington by Hayworth Tompkins Architects

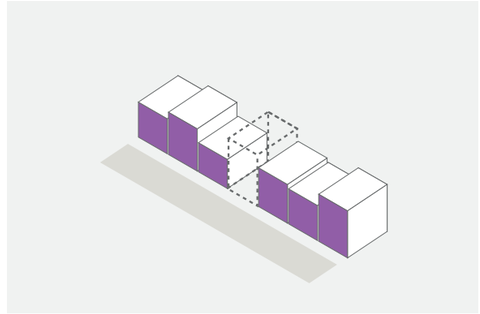
Code
Borough-wide principles

3 Code
3.1 Borough-wide principles
3.1.1 Massing

Infill on established terraced, semi-detached and detached parades should reflect the prevailing height.

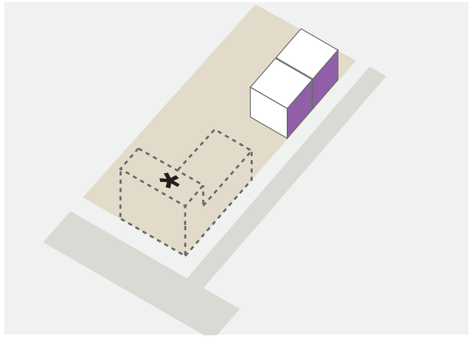




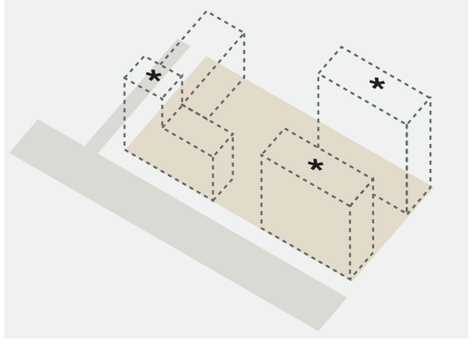


Where parades are more inconsistent in terms of height, a rhythm must be established as part of the street composition

Generally corner sites are an opportunity for increased height, they must respect privacy and avoid overshadowing of neighbouring properties



Comprehensive redevelopment sites have the capacity to define their own massing hierarchy and can benefit from increased height towards main routes, town centres and stations since they are inherently more sustainable locations for increased density. In some locations taller massing may be set within a new development as a wayfinding tool or to avoid negatively impacting immediate neighbours.



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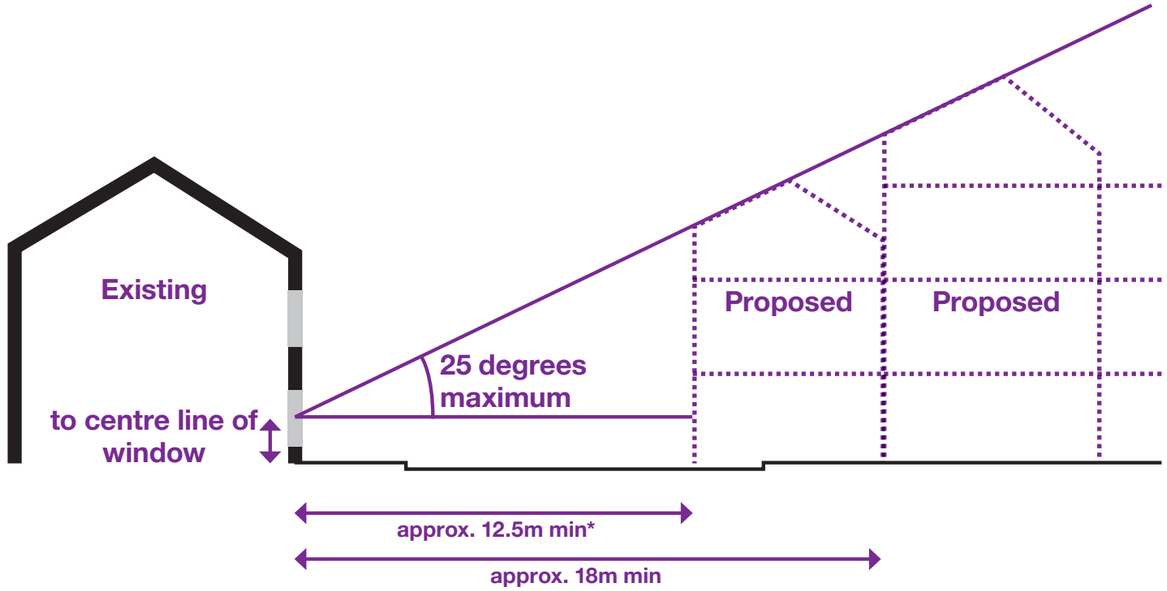
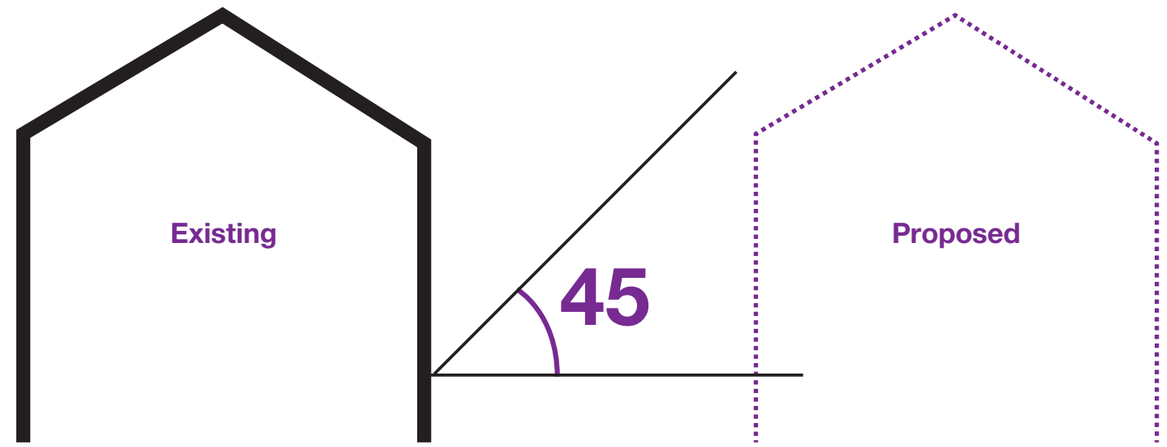
3 Code
3.1 Borough-wide principles
3.1.1 Massing

For proposed developments, the BRE (e.g. *BRE Site Layout and Planning for Daylight and Sunlight : A Guide to Good Practice (2011)*). guidance applies for overall massing. The guidance is such that a proposed development must not exceed the height created by drawing a line 25 degrees from the mid-point of the ground floor window opposite a new development

This is only in the case of a protected habitable window.



Facing building across a street
***Please note new windows on developments will generally need to be positioned min. 18m from existing (non-obstructed) facing windows**



Proposed building adjacent to existing buildings must not interrupt a line drawn 45 degrees from the mid-point of an existing side window

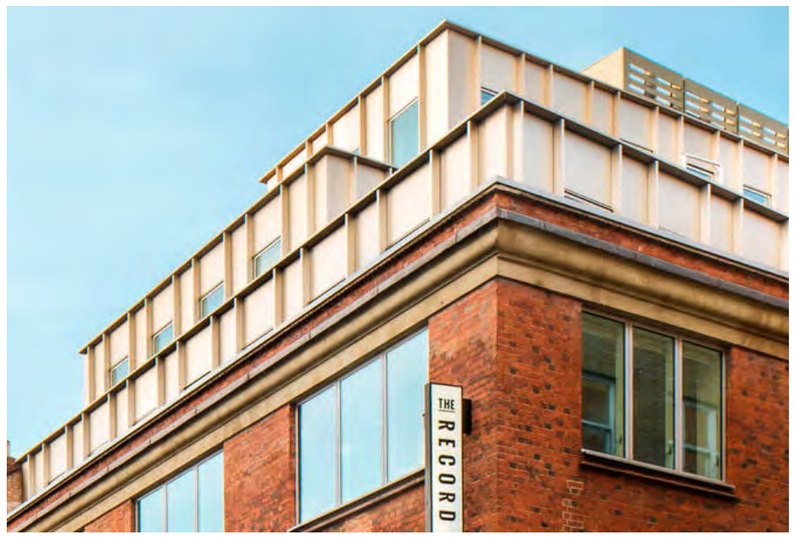
DRAFT

3 Code
3.1 Borough-wide principles
3.1.2 Upper level set-backs

Set-backs are a way to reduce the visual bulk of massing from street level. This can also be an opportunity for higher level amenity or planting space

Ensure set-backs are minimum 1.5m to make them usable
Clapton House, Hugh Strange Architects

An upper level parapet used with a setback should be solid and use the material of the main facade



An upper level setback can be distinguished with a different material choice

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Dormers can be useful ways to add usable space on buildings with pitched roofs however they must be designed carefully in order to be successful and not overbearing

Use materials and colours which identifies the dormer as part of the roof

Dormer width must be limited to a vertical bay width of the elevation below

Dormer windows should not be overbearing and should generally be set back from the eaves line

Align dormers with window position below

Dormer windows reflect the scale of the building and be proportioned with the windows

Maintain a minimum gap between dormers of at least one dormers width

Built in dormers

DRAFT

3 Code
3.1 Borough-wide Principles
3.1.4 Roof space

Roof plant should be positioned so as not to impact the visual amenity of the proposed and surrounding homes (1)

Green Roofs
Bio-diverse roofs must be provided to at least 80% of the available roof area. Available roof area excludes areas of plant, areas required for circulation, roof hatches, lift over-runs, perimeter ballast and areas required to access or maintain plant. Green roofs and PV panels do not have to be exclusive from one another. So-called Bio Solar roofs allow the PV panels to be mounted above the substrate to enable growing space for plants. (2)

Refer to Harrow's Biodiversity Action Plan for more detail

Either extensive, semi-extensive or Intensive roof systems can be provided however these may be more appropriate on larger developments or on podiums (3)

Intensive roof systems must only be used where roofs are accessible for amenity use (4)

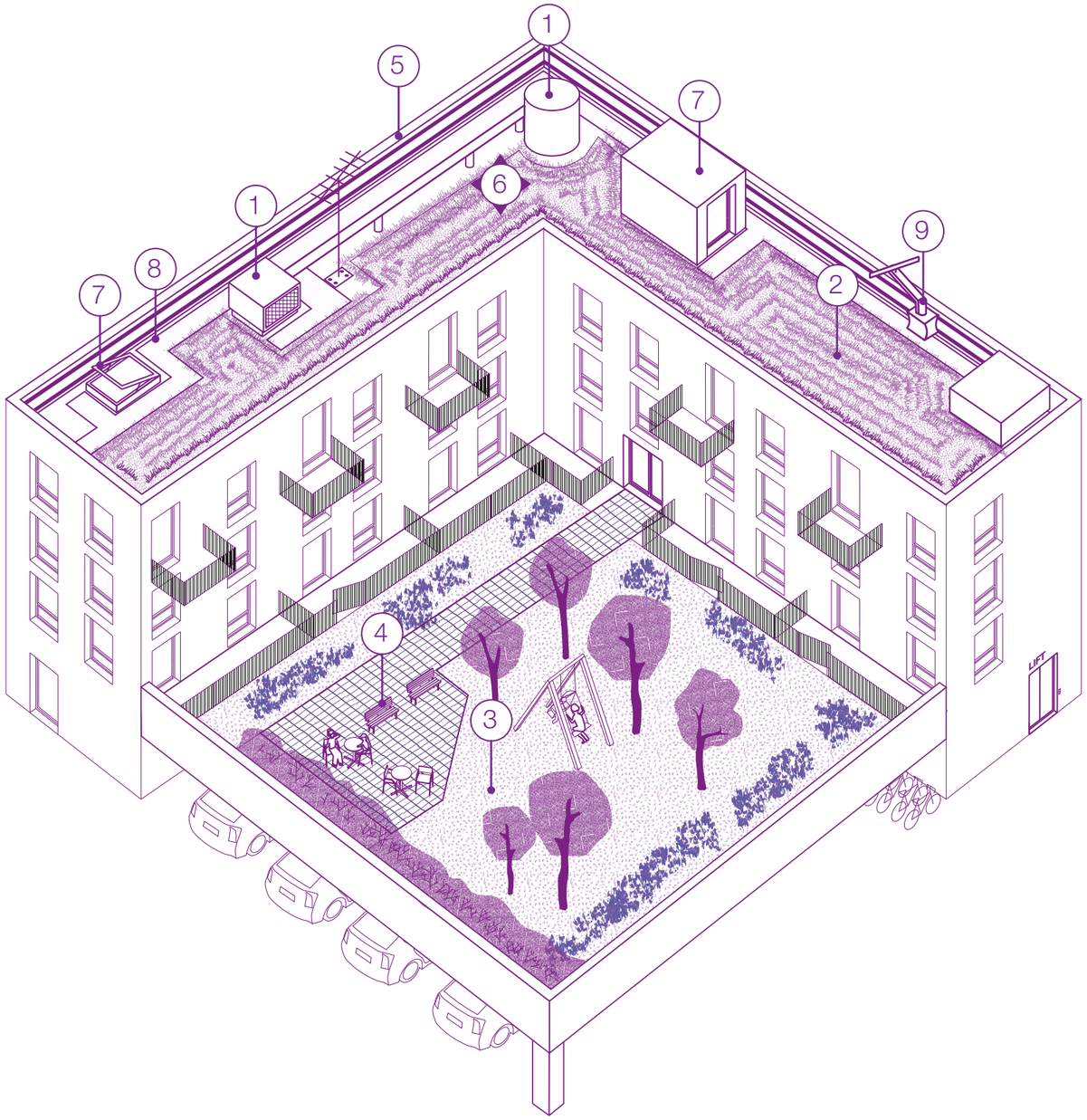
Parapets
On flat roofs parapets should continue in the same material as the dominant facade material to provide adequate fall restraint at roof level. This will allow roof inspection and use (5)

Roof Layout
Flat roofs must be designed with visual amenity in mind. They must be planned by the design team to account for all areas of plant, access and maintenance, green roofs, circulation, access hatches, balustrades and guarding and aerials (6)

Access
Where possible, stair cores shall be taken to roof level to allow safe and easy access to the roof for inspection, repair and maintenance (7)

Access routes of minimum 900mm wide shall be provided from access hatches to all services that may require access for maintenance, ie. tanks, aerials, cold water storage tanks etc. Access routes shall be hard wearing and maintenance free (8)

For window cleaning and maintenance of taller and larger scale residential buildings, facade access systems should be considered (9)



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3 Code
3.1 Borough-wide Principles
3.1.5 Chimneys

Chimneys can reinforce the idea of the domestic and the individual dwelling. They can also add visual interest and reference the Arts and Crafts movement which influences so much of Harrow's built fabric.

Chimneys should be made of the same material as the main elevation or the roof material to avoid appearing out of place (1)

Chimneys can be either decorative or used as service flues for dwellings (2)

DRAFT

3 Code
3.1 Borough-wide Principles
3.1.6 Roof forms

Innovative or irregular roof forms may be appropriate in certain circumstances

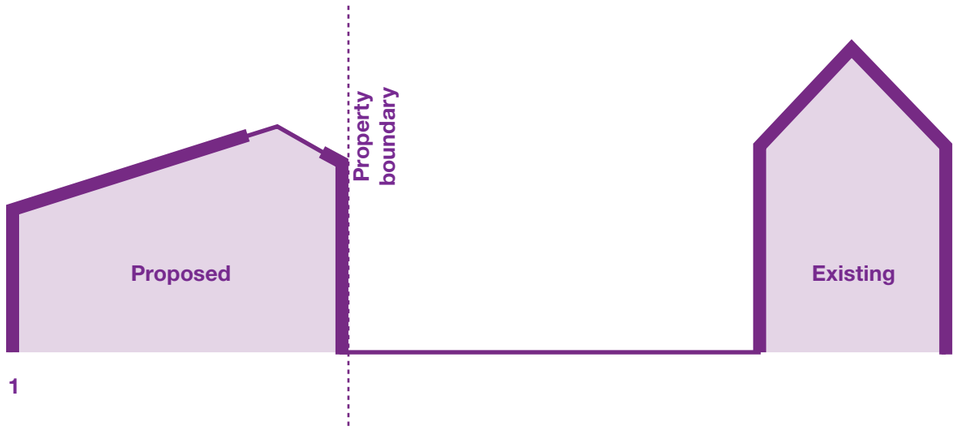
For example:

1. Boundary conditions where privacy must be respected

2. Transition between typologies

3. Corner sites

Innovative roof forms should be considered with rooflights in order to achieve good levels of daylight internally while not compromising privacy.



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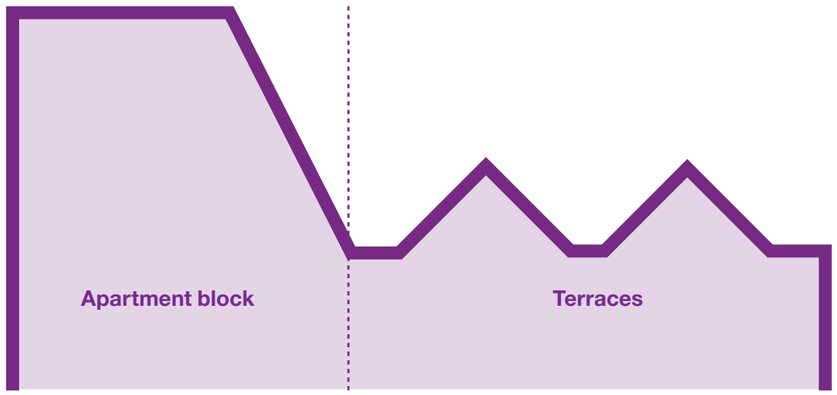

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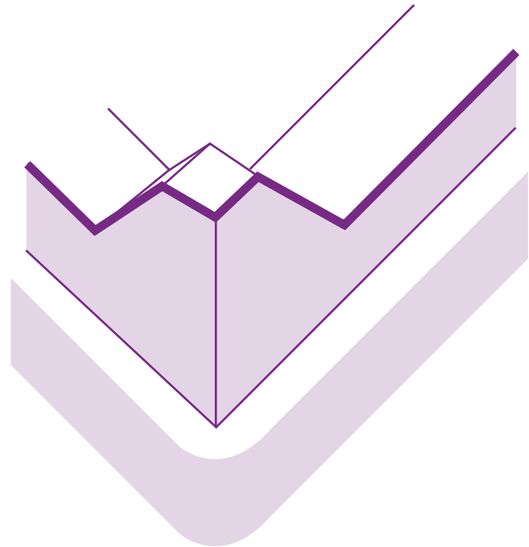

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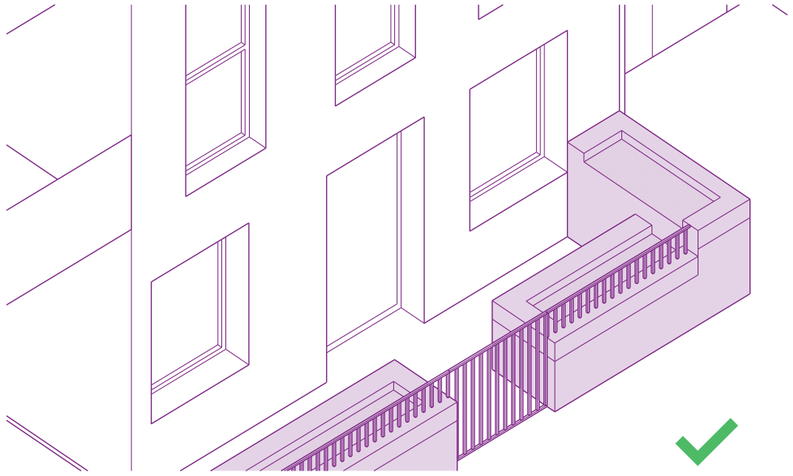
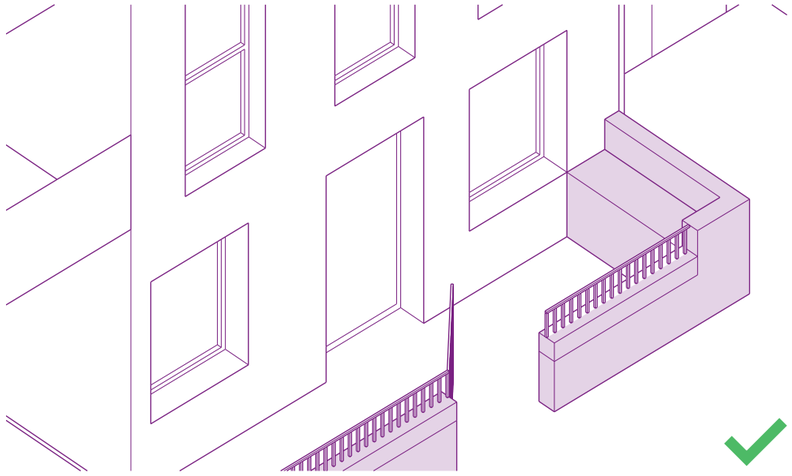
3 Code
3.1 Borough-wide Principles
3.1.7 Defensible space

All ground floor dwellings should have defensible space unless on private roads



Defensible space should integrate planting wherever possible to reinforce street greening and local character



Bin and bike stores for individual dwellings must be integrated unless provided in a communal facility

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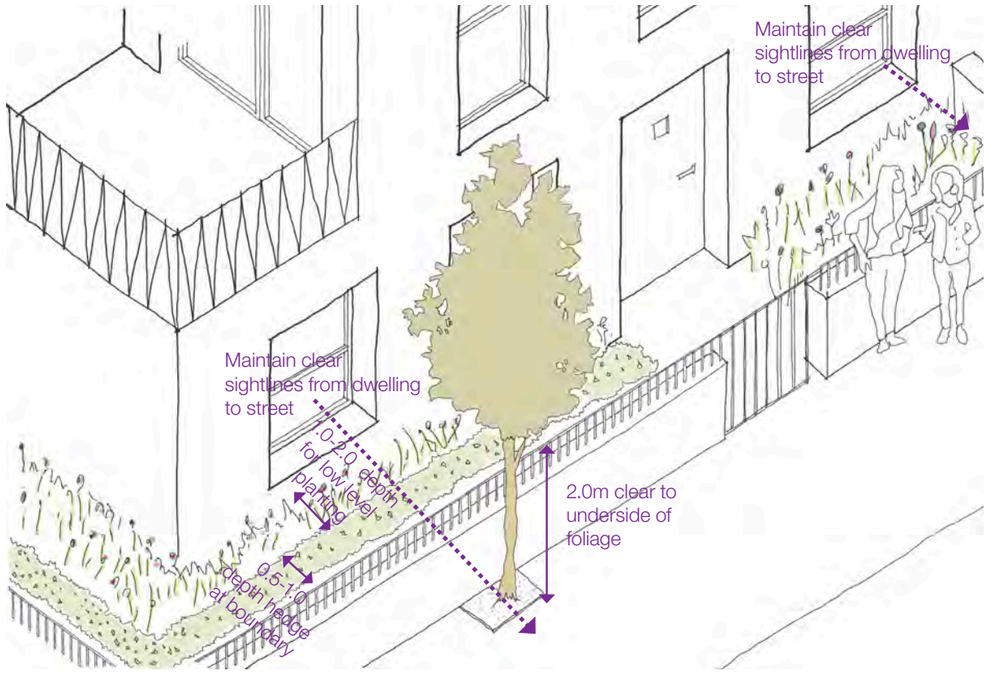
Ground floor dwelling defensible space facing onto primary or secondary street



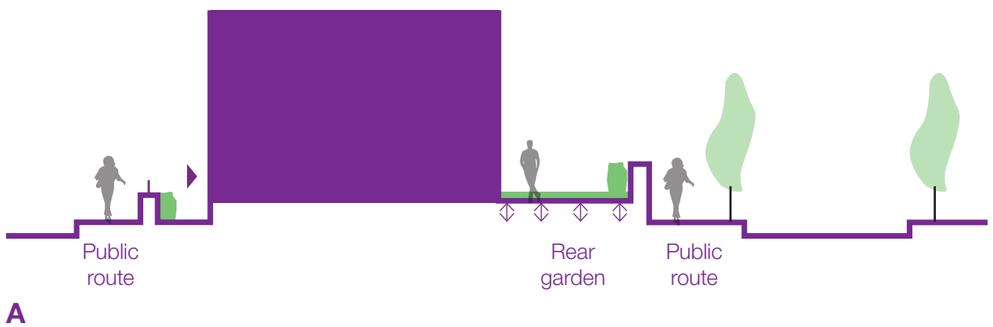
Boundary treatments should be railings, low masonry walls, hedging or a combination of the three

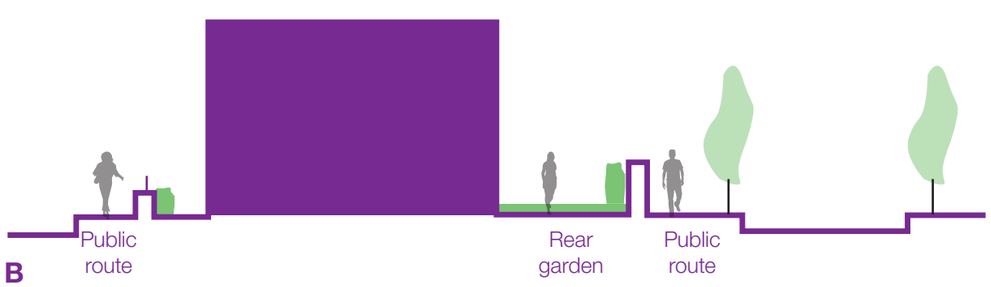
A - Rear garden facing onto public route, raised ground level to indicate ownership boundary and better overlooking of public route. Hedge/ greenery on private side of boundary wall

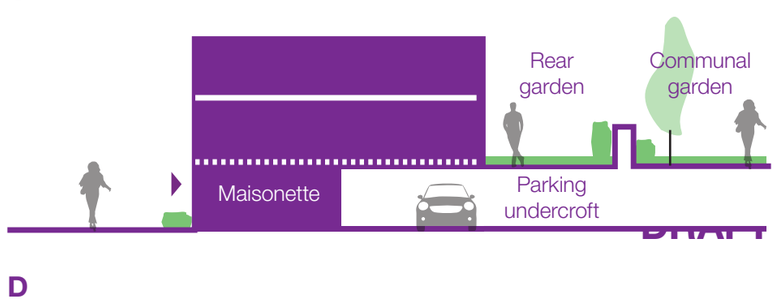
B - Rear garden facing onto public route, max height of rear garden wall to public route 1.8m with hedge/greenery on private side of boundary wall

C - Shared surface or road with a quieter character could have a more soft planting zone (min 1m depth) which allows visibility from dwelling to street

D - Rear garden facing onto communal garden - max. height boundary wall 1.5m







Where perpendicular parking facing a narrow bed or any bed a wheel stop system should be designed to prevent cars overhanging the soft landscape (1)

A raised edge or kerb is required to protect the planting and deter pedestrian movement – this can be combined as a rain garden (SuDS) with gaps in the upstands and suitable selected planting (2)

Where deep areas of planting are provided between building and footpath, these should be established to avoid the need for temporary protection (3)

Hedges should be encouraged on the private side of a boundary wall. These should be maintained sufficiently to avoid blocking visibility of the street (see diagram on defensible space) (4)

Planting areas between spaces – trees / planting spaced every 4 - 5 parking spaces and at either end of run of parking run (5)

Green areas minimum width 1.5 metres - If this can't be achieved then tree planting should have extensive, under the paving, underground structural soil cells to provide adequate rooting zones to ensure the trees establish well, thrive and reach maturity (6)

Driveway parking - Integrated planting to provide generous beds to create meaningful green infrastructure, minimum size for planting bed approx. 2.4 x 2.4 metres (width of a car parking bay) – with upstand (7)

3 Code
3.1 Borough-wide principles
3.1.9 Greening

Boundary hedges to be 1.0m depth minimum (1)

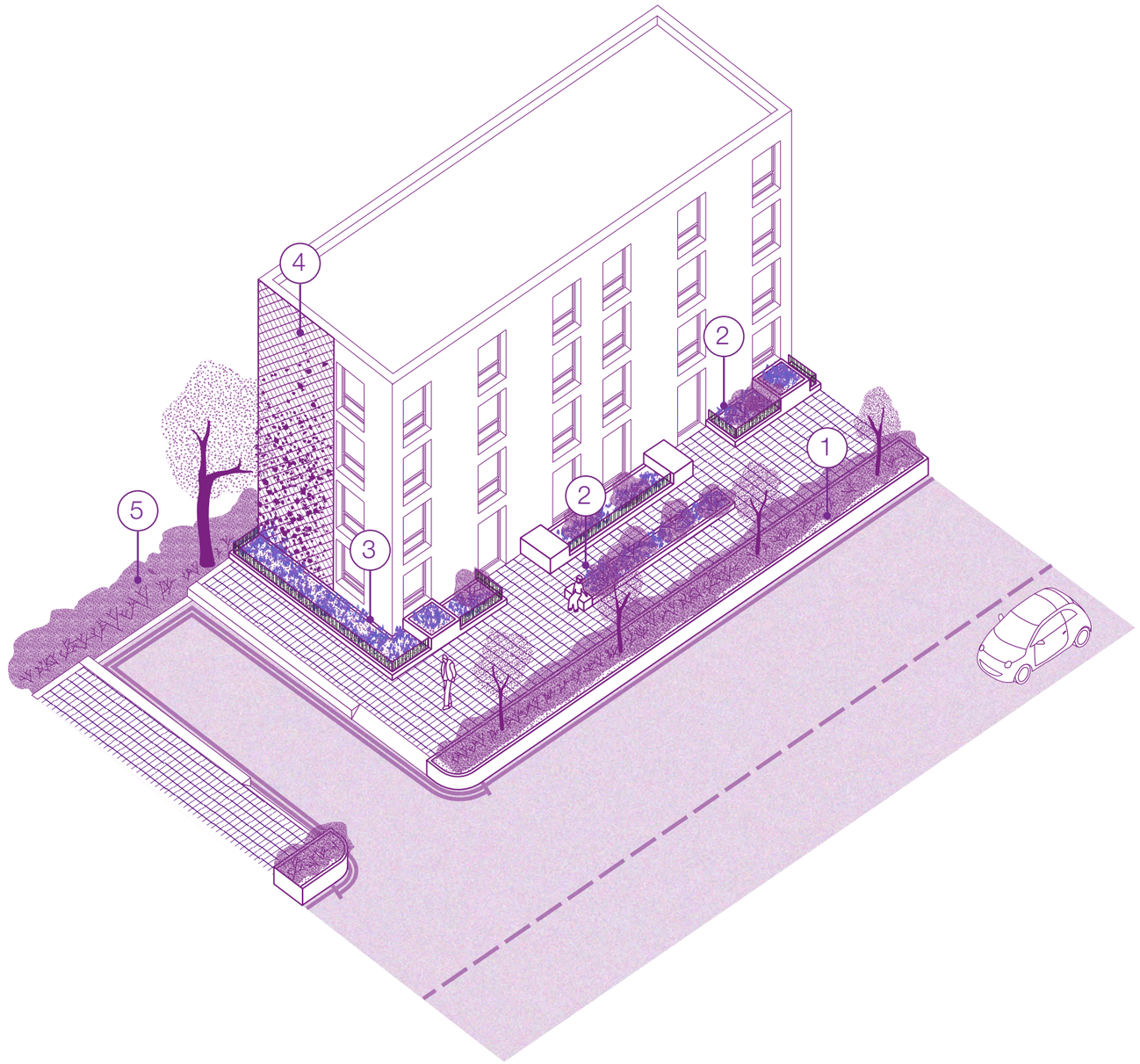
On tight narrow sites, minimum 1.0m depth planting strip at front (2)

Lower level planting is more appropriate on secondary/private roads to aid visibility onto quieter roads (3)

Where possible green walls should be low tech with climbing plants planted at ground level for ease of establishment and maintenance unless the individual site permits more elaborate green wall systems (4)

Service areas should be screened with trees or denser foliage rather than fencing for example (5)

Urban greening (e.g. green roofs, green walls, street trees) should be used to ensure that there is no net loss of green cover



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3 Code
3.1 Borough-wide Principles
3.1.10 Communal Amenity Space

Defensible garden space for ground floor maisonettes protected by 600 -1500mm high perimeter barrier (1)

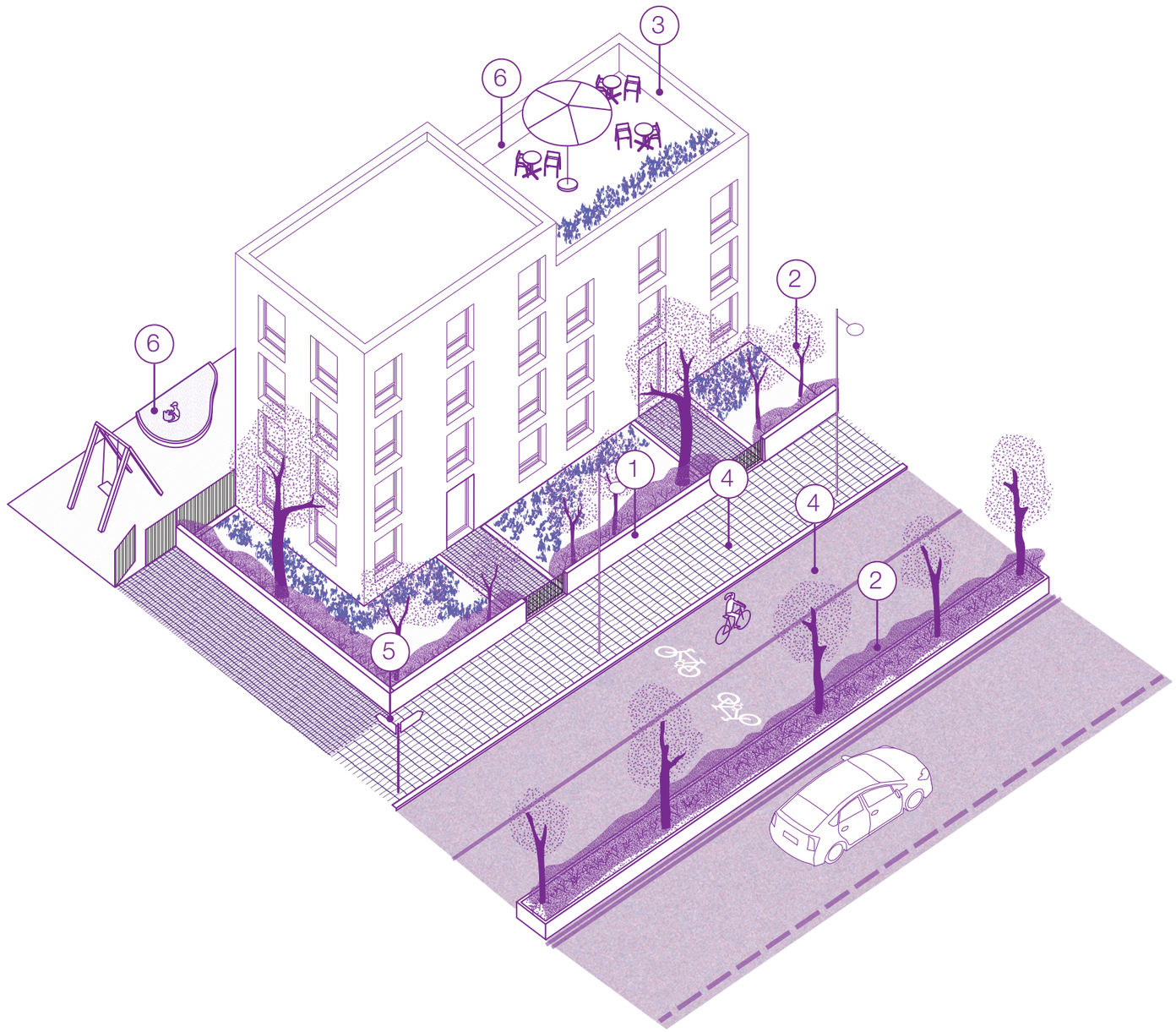
Trees to define boundary with street where space allows (2)

Communal amenity space provision could include roof terraces (3)

Pedestrian and cycle only areas (4)

Clear directionality and links with other pocket spaces in the network (5)

Provision of spaces for play, rest and relax (6)



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3 Code
3.1 Borough-wide Principles
3.1.10 Communal Amenity Space

Rich green amenity & quality public realm within residential courtyards (1)

Opportunity for community focused uses (2)

Clear distinction between private, communal and public amenity spaces defined by barrier hedges or fences up to a maximum of 1500mm height (3)

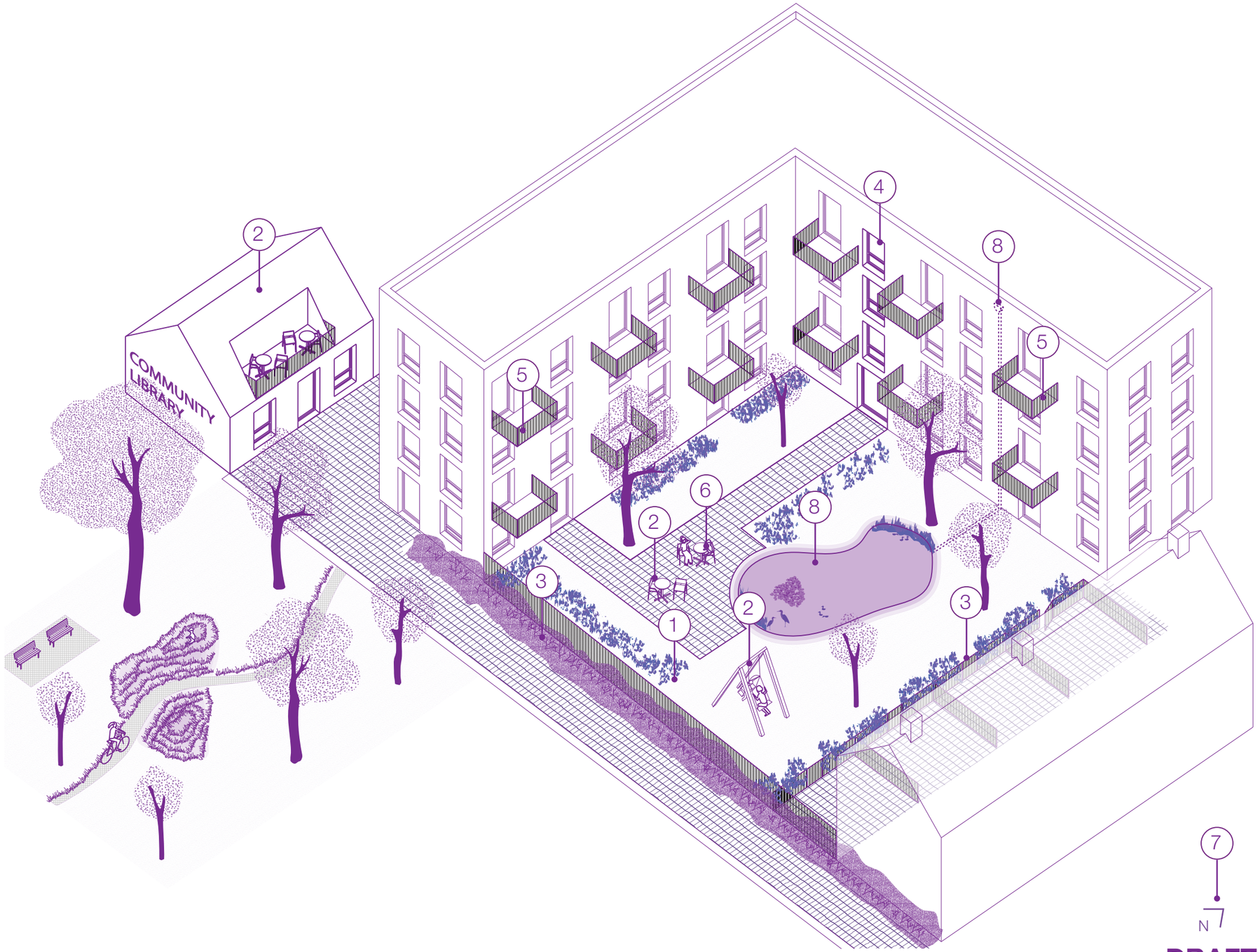
Communal amenity space should be accessible directly from communal cores (4)

Communal amenity space should be overlooked by dwellings and balconies, especially where there are play areas (5)

Public and private communal amenity space should prioritise soft landscaping over hard landscape and should include areas for seating that have good exposure to sunlight (6)

Microclimate conditions should be suitable for communal space to be used all year around. Green private and communal spaces should be not be predominantly overshadowed or in draughty locations (7)

Integrate water management and enhance biodiversity/habitats (8)



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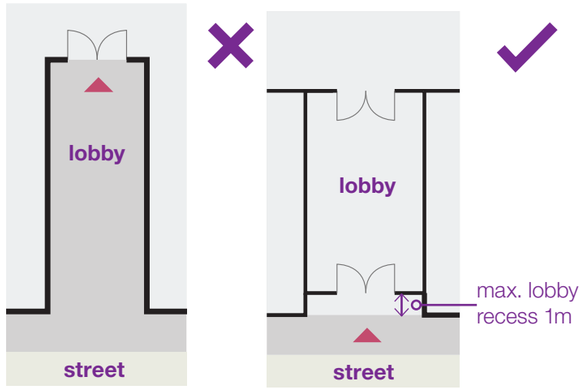
3 Code
3.1 Borough-wide principles
3.1.11 Entrances

In accordance with Secure by Design (Homes 2019) guidance, PIR (pyroelectric, or passive, infrared) activated lighting should be avoided around external doors

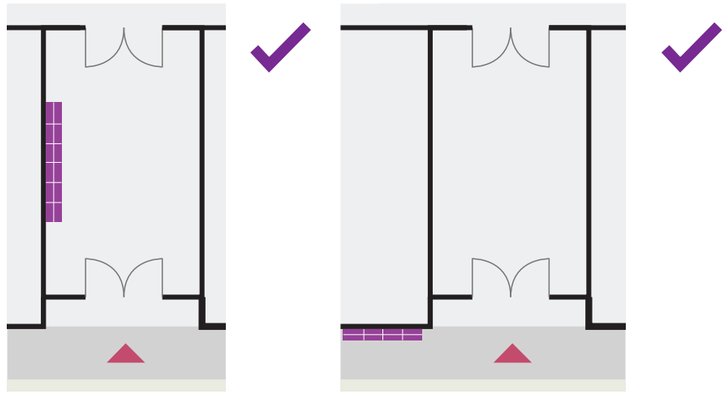
Inclusive design principles should be considered (see Part M of the Building Regulations) in terms of step-free access, integrated shallow ramps etc if required

Communal letterboxes must be located either adjacent to the main communal entrance within view or within a secure internal entrance hall

Shared residential entrances



Letter box locations



Differentiate private residential entrances from communal ones through material, scale and/or clear signage

Wherever possible glazing should be integrated into doors and entrances to allow natural light to enter communal spaces and allow views out

Provide shelter to entrances and threshold spaces

Using high quality, tactile, durable materials and subtle signage around private entrances

DRAFT

3 Code
3.1 Borough-wide principles
3.1.12 Communal cores

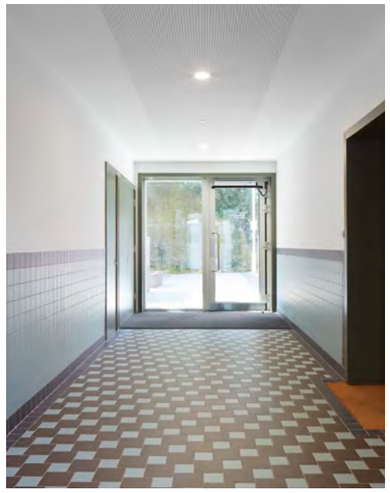
1 Prioritise good levels of natural daylight into communal lobbies

2 Prioritise views out of internal spaces onto communal gardens

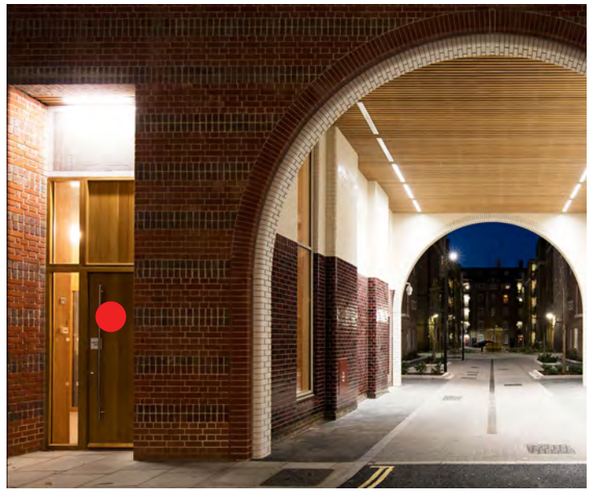
3 Provide good levels of lighting to communal entrances and undercrofts

4 Provide natural ventilation to internal areas where possible

5 If possible stair and lift(s) should be easily visible from the main communal lobby



1 + 2



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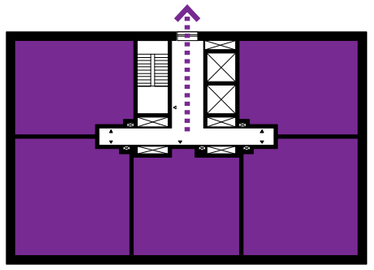
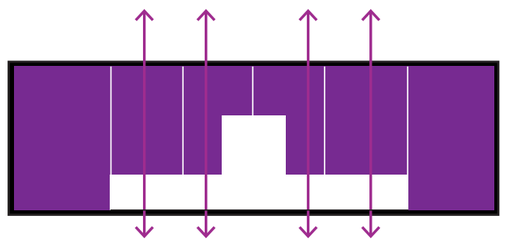


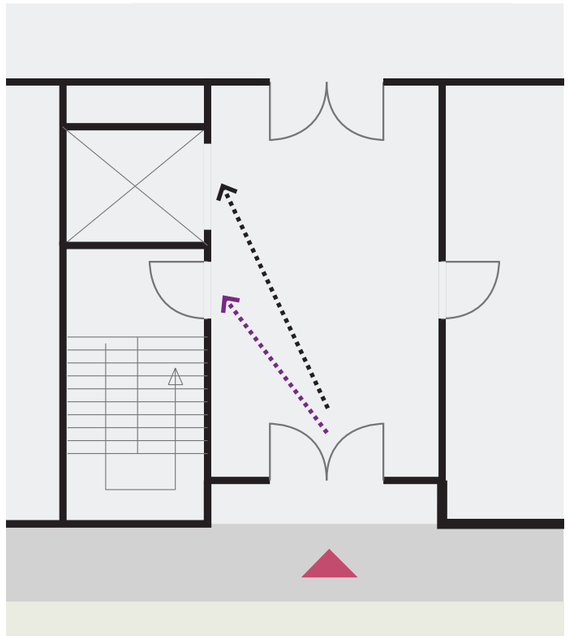
Point Block
Layout should allow natural light to enter

2



Gallery Access
Layout should allow natural light and fresh air to enter

4



5

DRAFT

3 Code
3.1 Borough-wide Principles
3.1.13 Private amenity space

Private amenity should be directly accessible from the kitchen/dining/living space as opposed to bedrooms

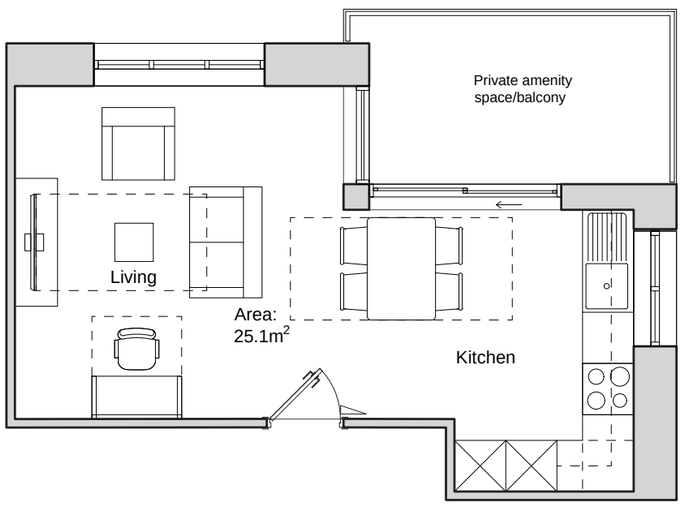
It should be clearly distinguished from public and communal spaces

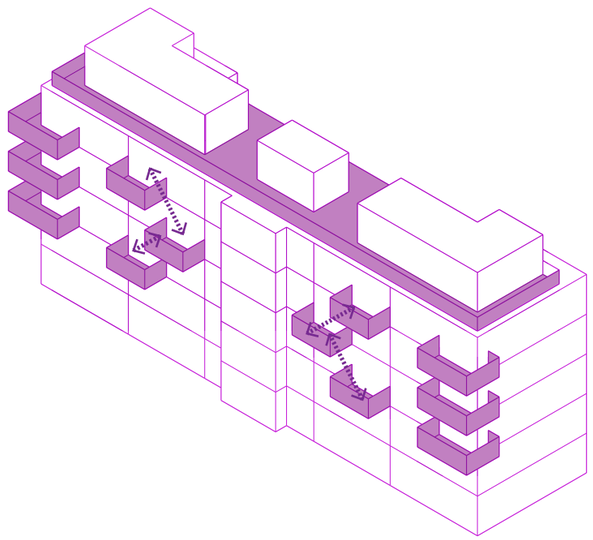
Privacy and protection from the wind should be key design considerations

Social interaction between spaces should be an inherent part of the design. For example staggering balconies to increase the opportunity for neighbourly interactions.

Generally facades more exposed to noise and lower levels of privacy would favour inset, solid balconies, particularly on lower levels as opposed to projecting balconies on more private and quiet facades e.g. inner face of courtyards

There should be no projecting balconies over existing frontage lines.





Staggering balconies for better daylight and neighbour interaction

DRAFT

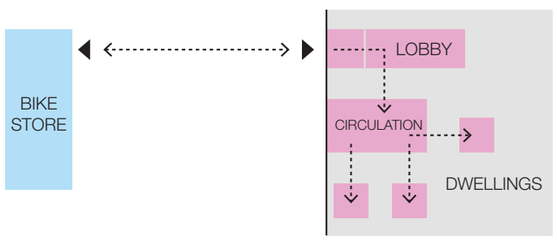
3 Code
3.1 Borough-wide Principles
3.1.14 Cycle storage

This page shows four possible cycle storage arrangements.

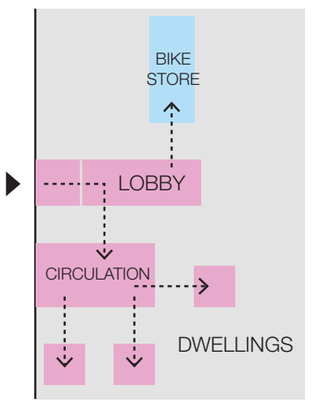
External Store
An enclosed lockable store must be located near to the building. The design and location of this should be carefully considered to sit comfortably and safely in the landscape.

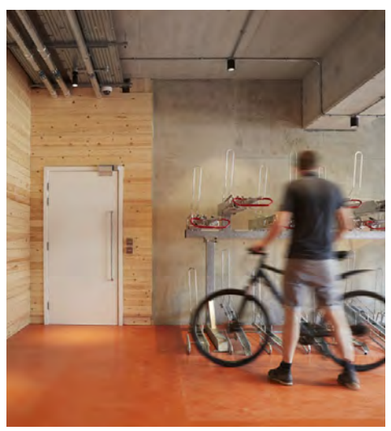
These stores must adhere to the standards set out in Secure by Design ‘Homes’ in terms of lighting, materials and lock specification.

These must be well overlooked and be constructed of similar materials to the main development

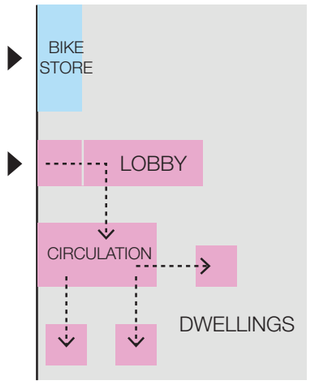


Internal Store, Shared Access
A lockable store may be located within the main building which shares the main access. The entrance lobby will need to be robustly detailed to avoid wear and tear from bike handling.

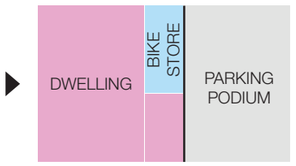




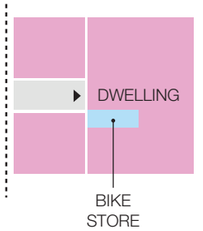
Internal Store, Separate Access
A lockable store may be located as part of the main building with a separate entry.



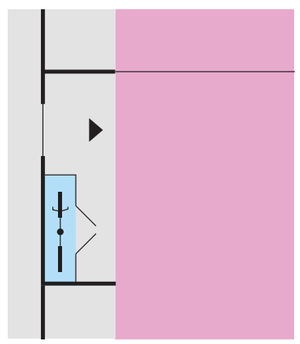
Internal Store, Within Dwelling
Entrances areas within dwellings need to be designed and sized to accommodate dedicated cycle storage within. All communal areas will need to be robustly detailed.



e.g. Ground floor flats/maisonettes facing onto parking podium



External Store within defensible space
An individual enclosed lockable store can be integrated into the defensible space where space allows. This must be accessed from the dwelling side of the defensible space and be provided with a lock in line with Secure by Design requirements.



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3 Code
3.1 Borough-wide Principles
3.1.15 Refuse storage

Refuse stores must be located to avoid creating visual clutter in the streetscape and in accordance with Secured by Design principles.

Consider the location of refuse stores in relation to adjacent ground floor dwellings to avoid issues with noise and smell.

Provide adequate washing-down facilities for cleaning and maintenance.

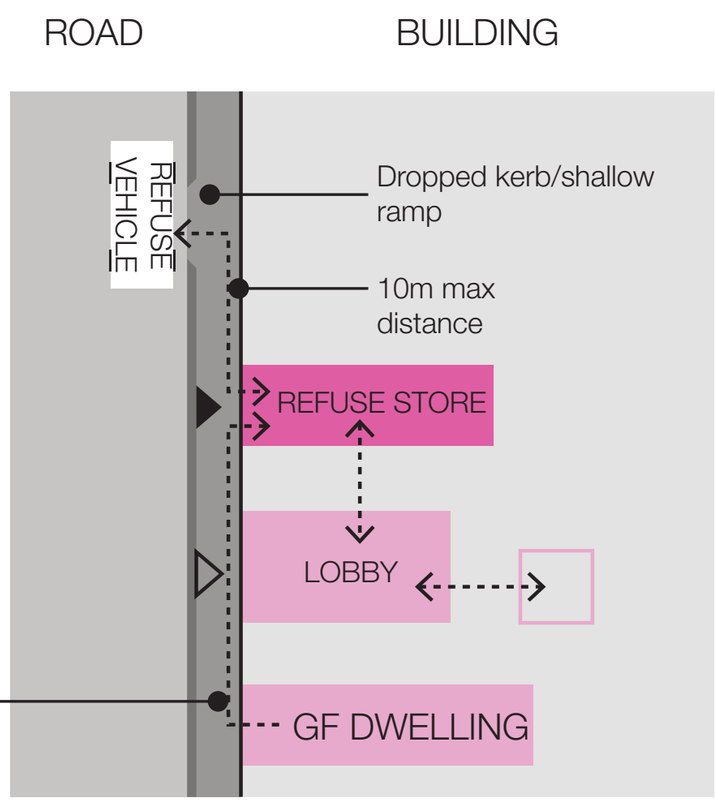
Refuse storage frontage must be limited to 5m wide on the building facade

Good levels of lighting and ventilation must be provided

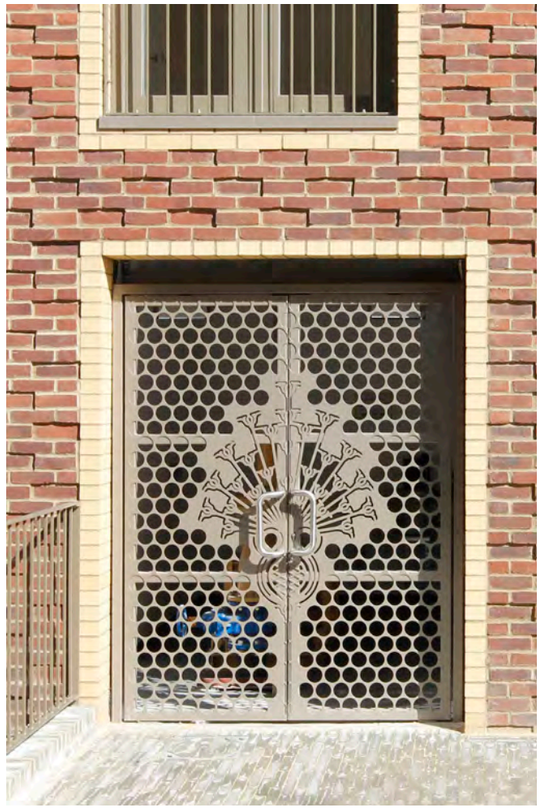
Bin stores integrated into defensible spaces must allow space for individual general waste, recycling and garden waste if used. See Harrow 'Code of practice for the storage and collection of refuse and materials for recycling in domestic properties'

All refuse storage areas must provide inclusive access and ease of use for all in accordance with the current legislation.

All refuse storage must follow the guidance set out in the LB Harrow's 'Code of practice for the storage and collection of refuse and materials for recycling in domestic properties.



(plan view)



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3 Code
3.1 Borough-wide Principles
3.1.16 Car Parking

On-street parking on street parking is suitable where it already exists on a street or does not negatively impact the character of the street

Off-street ‘driveway style’ parking is suitable where it already exists. The width of driveways should be limited to avoid an overbearing impression of the ground floor elevation/frontage

Rear or side parking courts are more suitable on larger developments for instance those with raised podium spaces. If these spaces are to be provided they should generally be gated unless on a through route.

Developments must aim to exceed the minimum required percentage quantum of electric car-parking spaces.

See also section on greening for boundaries to car parking areas.

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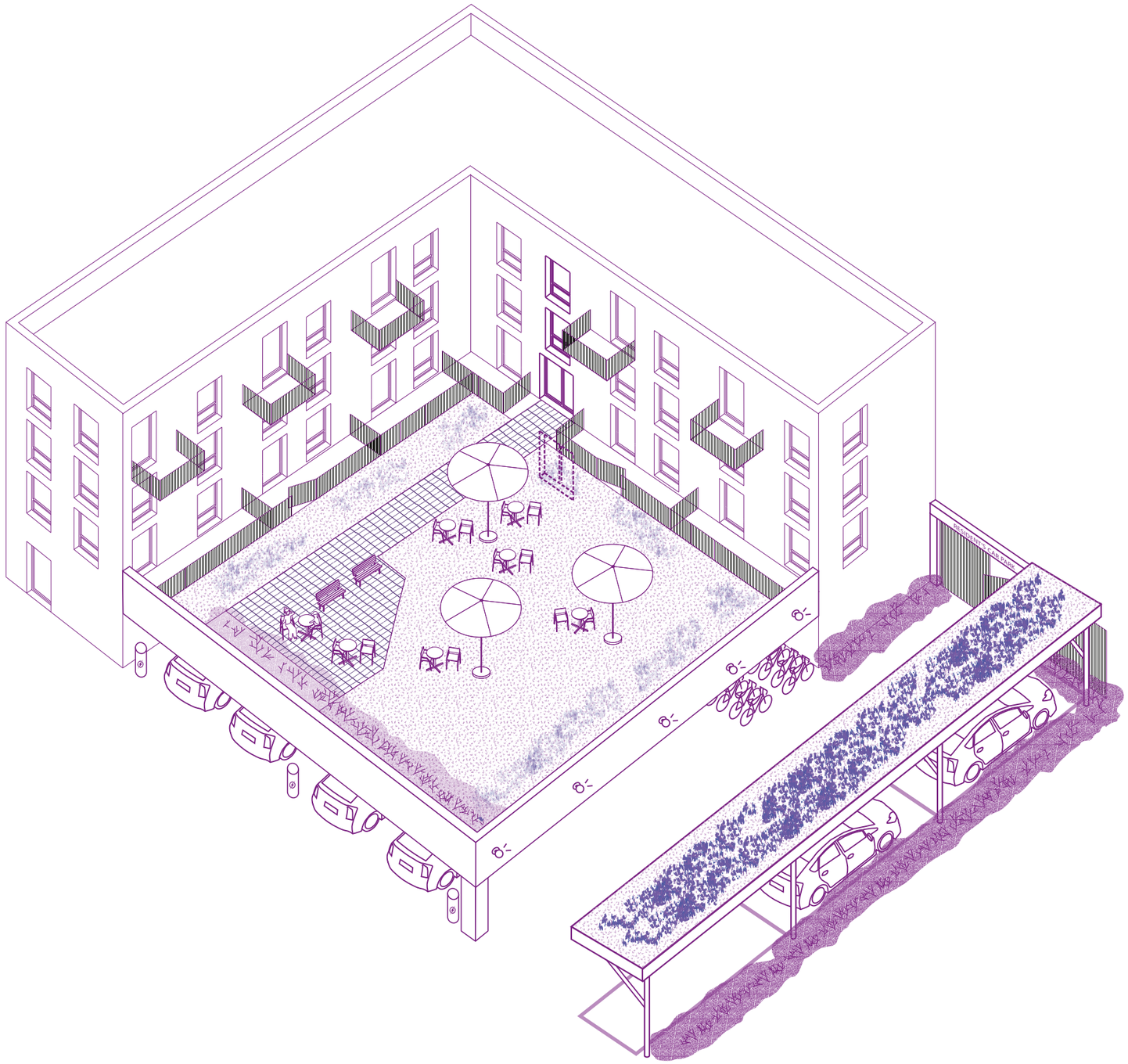
3 Code
3.1 Borough-wide Principles
3.1.17 Rear parking courts

Rear parking courts must be overlooked by dwellings and be accessible from the communal core

Parking courts must not be lit with PIR / sensor lighting - see Secure by Design for more detail



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3 Code
3.1 Borough-wide Principles
3.1.18 Undercrofts

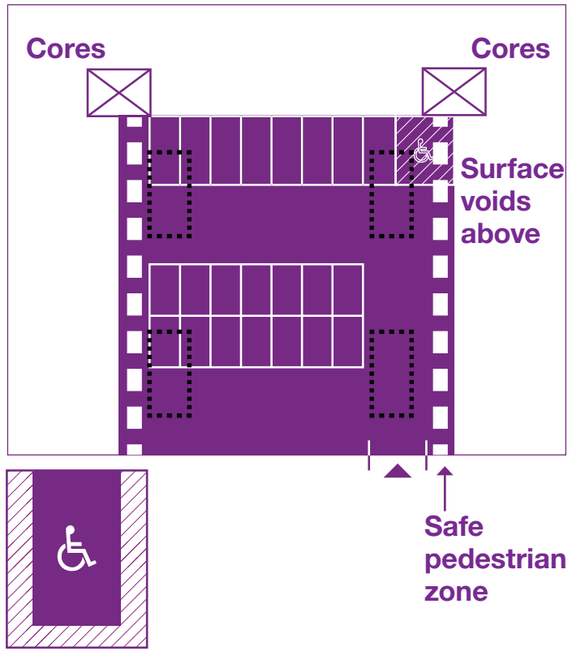
Access to undercroft parking should not be located directly adjacent to dwelling entrances or bedrooms

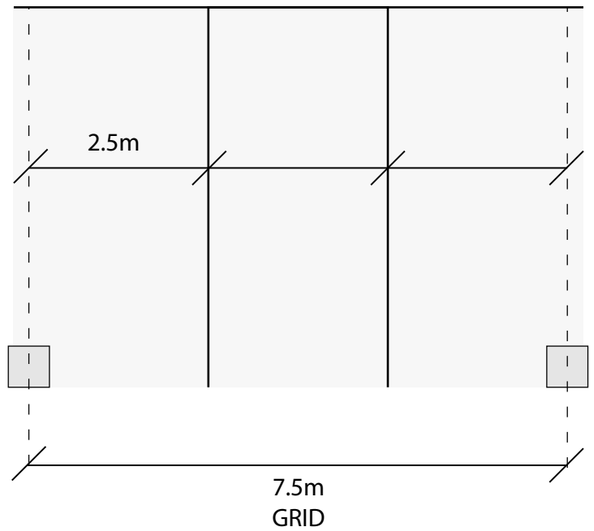
Undercroft parking should include some natural daylighting through the communal deck above.

Access to undercroft should ensure vehicle cross over points are treated appropriately to maintain level access and visual continuity of perpendicular footways.

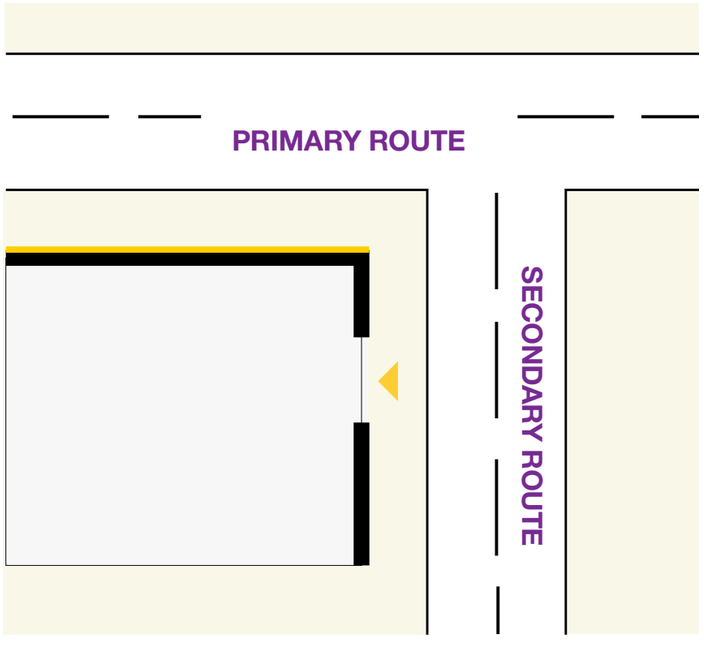
An access control system must be applied to all vehicular and pedestrian entrances to prevent unauthorised access into the car park

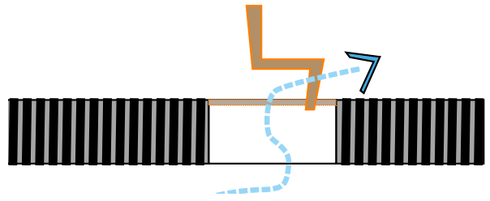
Automatic roller shutters must be certificated to Secure by Design standards



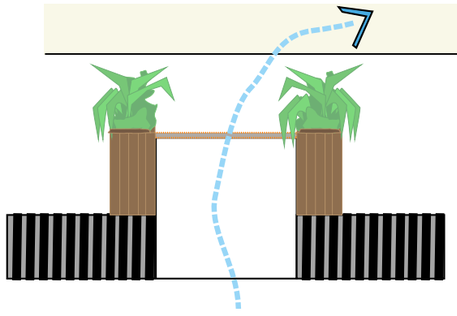


3 spaces equivalent to an appropriate structural grid for residential development

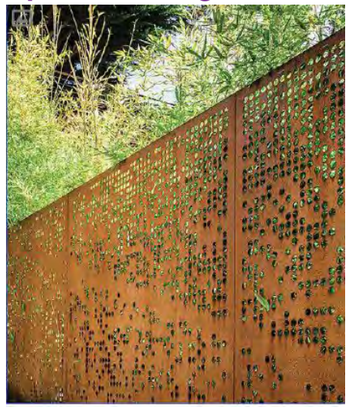




Natural ventilation in podium
Option A - integrated in seating



Natural ventilation in podium
Option B - integrated with planting



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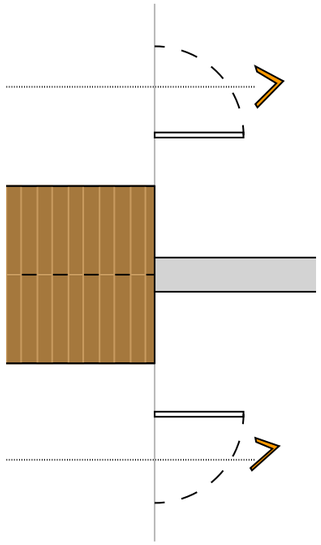
3 Code
3.1 Borough-wide Principles
3.1.19 Servicing

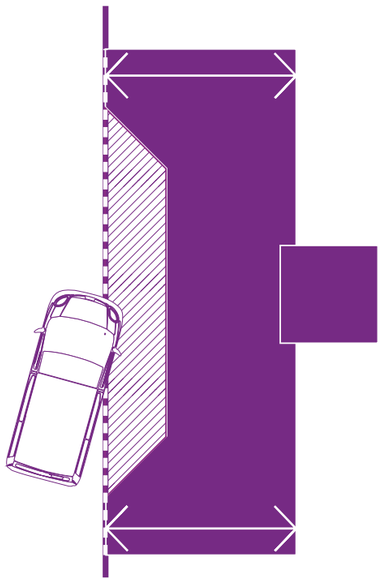
Meter cupboards can be located externally near the private entrance for ease of maintenance and access for occasional service visits



Example of service meters being located externally alongside entrance

On developments of a higher density, a dedicated service/loading bay should be provided for online purchase deliveries

An integrated solution for lockers is encouraged on larger new developments.



3 Code
3.1 Borough-wide Principles
3.1.20 Facade composition

For cohesive looking façade a single type of balcony design should be considered across an elevation. Inset balconies offer outdoor space that is sheltered from weather conditions therefore it could be used throughout the year (1). However, protruding balconies offer outdoor space that is more exposed to sunlight and adjacent indoor space gains more direct light (2). The median option could offer half-inset and half-protruding balconies (3) 🟡

There should be a clear visual distinction between bottom, middle and top of the building (4) 🟡

The building façade should not be cluttered with external services e.g. ducts, cables 🔴

Where maintenance of the building services are compromised, offer a design led solution e.g. rain water pipes could be inset in the external building envelope (5). The overall detailing should be designed for the enduring building (6) 🟡

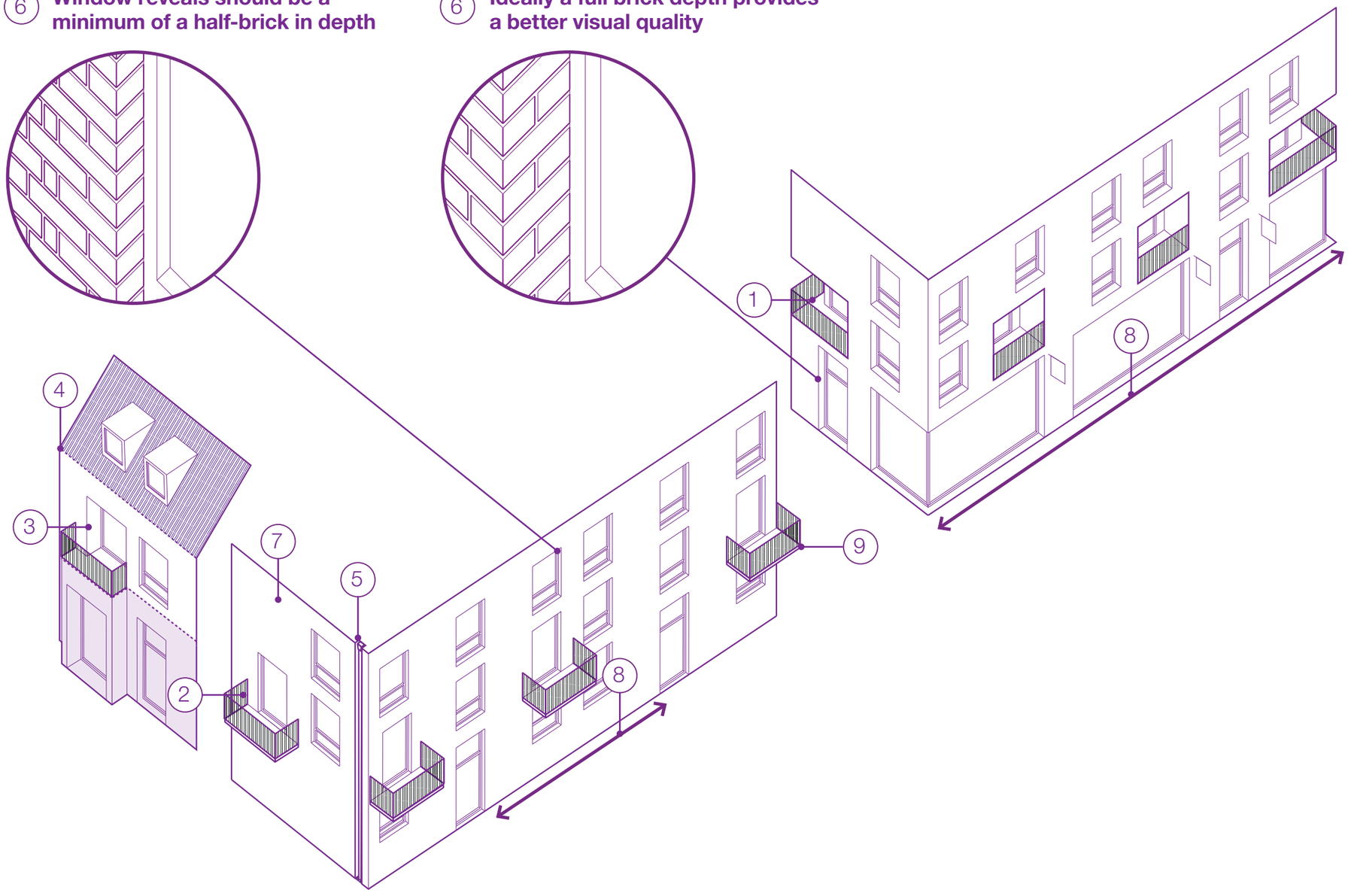
Avoid large portions of blank elevations (7) 🔴

The façade design should allow for adequate natural surveillance with regular windows facing the street and regular entrances up to a maximum of 10m apart (8) 🔴

Consider good quality finishes to soffits and underside of balconies (9) 🟡

6 **Window reveals should be a minimum of a half-brick in depth**

6 **Ideally a full brick depth provides a better visual quality**



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3 Code

3.1 Borough-wide principles

3.1.21 Residential Alterations - Front, rear and side extensions

This design code will supercede the existing Residential Design Guide SPD (2010) in Harrow.

Residential alterations can make a meaningful contribution to housing capacity in the borough. Proposals must be carefully considered in terms of whether planning permission is required or not.

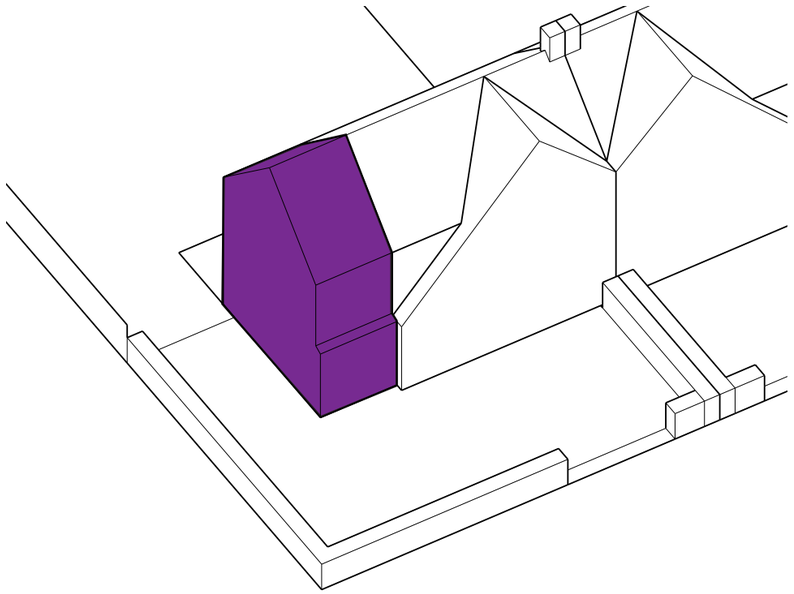
Poorly considered alterations and extensions can impact the privacy of neighbours and can negatively impact the character of an area.

Front extensions are not generally considered acceptable, particularly those which protrude beyond the existing front wall line.

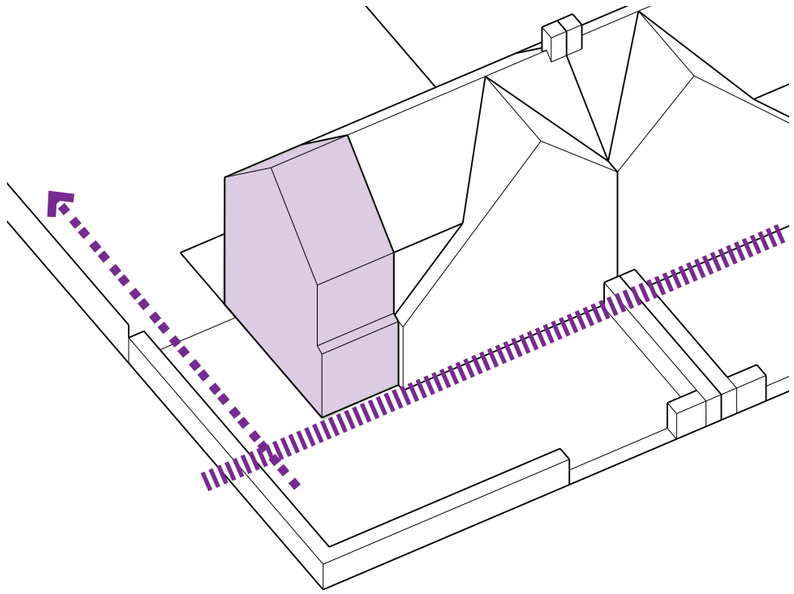
Roof forms are particularly important when it comes to side extensions, generally the extension should reflect the existing roof pitch e.g. hipped, gable, cat slide etc.

Proposals for residential alterations should take into account the following:

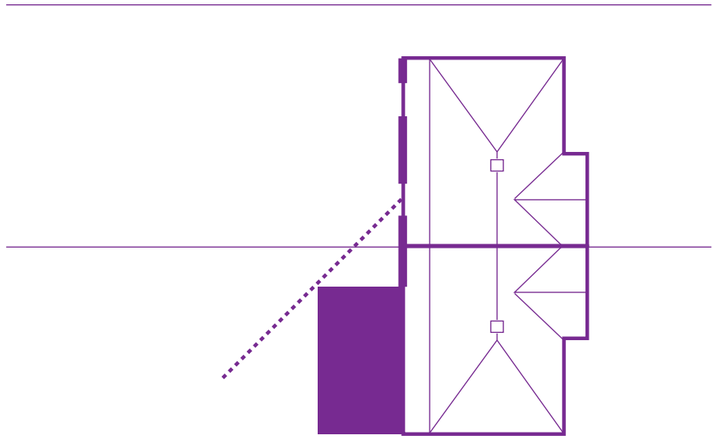
- Scale
- Character of the existing area
- Privacy
- Edges and greening



Scale - extensions should generally be subservient in terms of massing to the existing house



Edges and frontage - generally side extensions should maintain access to rear garden on semi-detached plots as part of the existing character and should not protrude beyond the existing front wall



45 degree rule from centre point of neighbouring window should be adhered to for rear extensions of two storeys or more

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3 Code

3.1 Borough-wide principles

3.1.22 Residential Alterations - Roof extensions

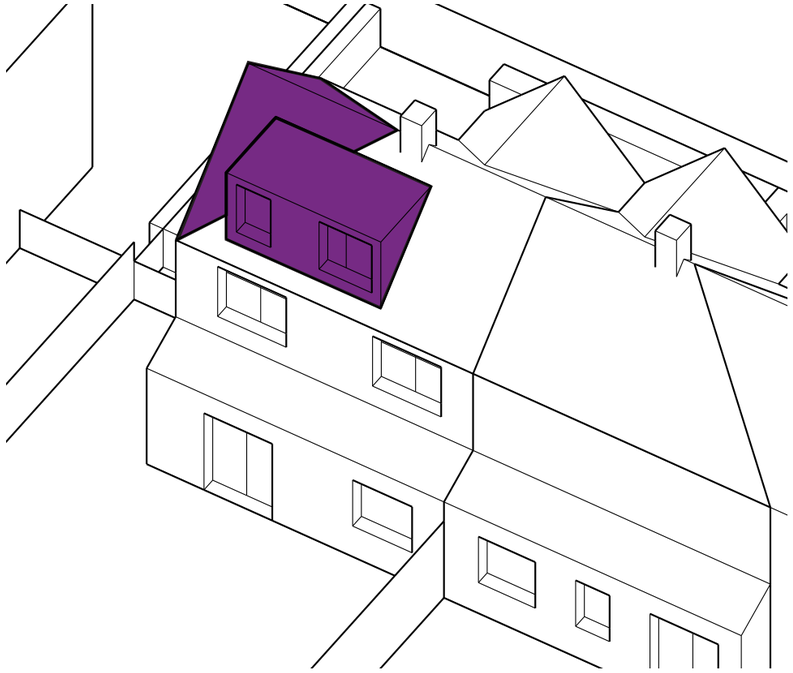
Glazing should only be on the rear face of the dormer/mansard roof extension to avoid direct overlooking of neighbouring properties

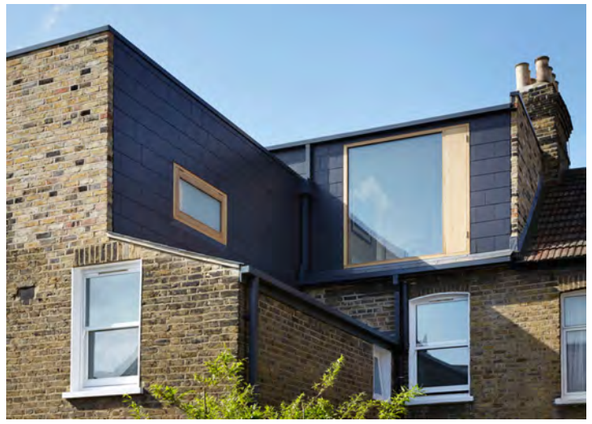
Balconies on individual houses are generally not acceptable

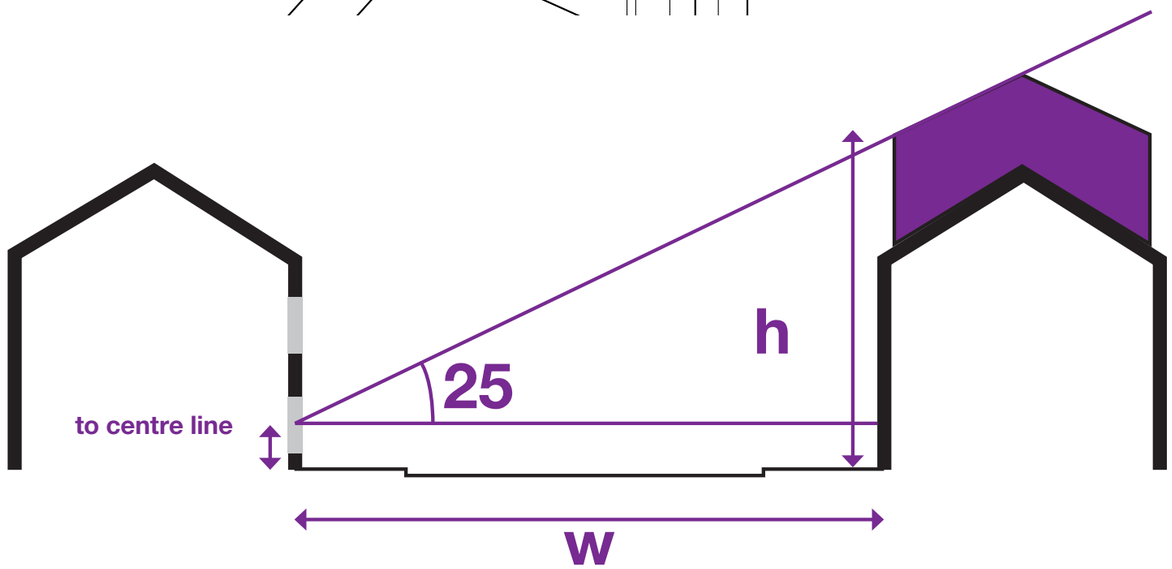
Massing of the roof extension should respect the BRE rule (e.g. *BRE Site Layout and Planning for Daylight and Sunlight : A Guide to Good Practice (2011)*) of 25 degrees maximum from the centre point of the ground floor habitable room window opposite

Generally dormers should be subordinate features in the roof and should not overlap or wrap around the roof hips, and should never rise above the ridge. The retention of a clearly visible section of roof around the sides of a dormer window, including the upper corners, has the effect of visually containing them within the profile of the roof.

Upward extensions must not result in unacceptable impacts to daylight and sunlight for surrounding properties.







Facing building across a street

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3 Code

3.1 Borough-wide principles

3.1.23 Residential Alterations - Garage conversions and building above garages

Existing
Pressure to convert and extend garages vertically

Unacceptable
Gable end not part of the semi-detached vernacular and overbearing on neighbouring property

Acceptable
Hipped roof, first floor set back 1m from existing front wall and roof subordinate when extension is right up to the side boundary

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3 Code

3.1 Borough-wide principles

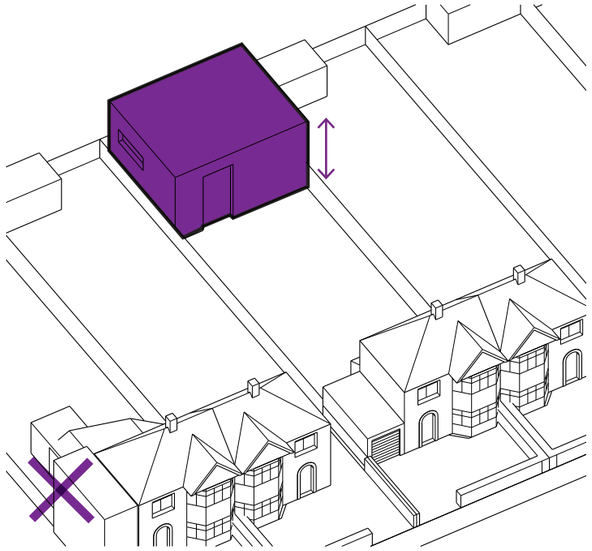
3.1.24 Residential Alterations - Outbuildings and annexes

There is pressure in the borough to create outbuildings and annexes at the rear of gardens. This form of development must adhere to a series of rules in order to not negatively impact immediate neighbours.

Outbuildings must not have side windows at high level onto neighbouring properties

If the outbuilding is built right up against the boundary, it must be a maximum of 2.5m in height

The structure should be in the final quarter of the rear garden and take up less than 50% of the total garden area.



Outbuildings should generally allow some space between the boundary wall and should be no more than 3m in height. A pitched roof form can be used to suit orientation and limit privacy impacts.

Writer's shed, Surman Weston and Josepth Deane

Creative use of materials e.g. cork. Maintaining a setback from the boundary

Using rooflights as glazing for privacy considerations

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3 Code

3.2.1 Site Type Principles - Urban Core
Introduction

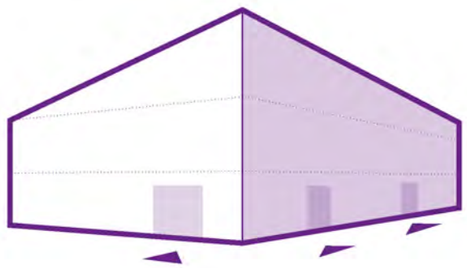
Key characteristics and challenges for development:

- Commercial ground floors
- Main frontage onto high street
- Potential for noise, pollution and privacy issues
- Servicing (at rear or on-street)
- Pressure on quality of amenity space

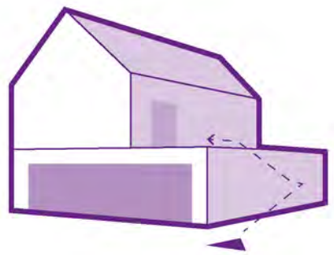
Example site

Appropriate typologies:

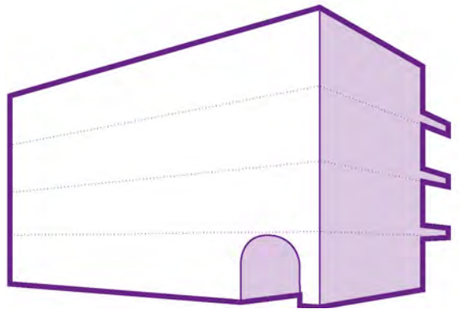
The Suburban Apartment



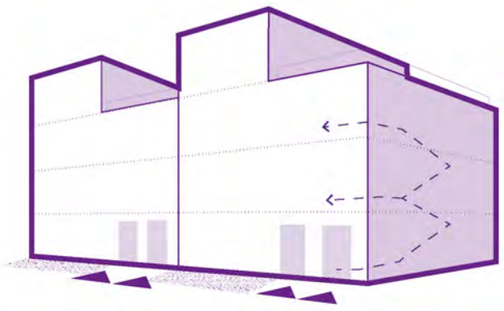
The Live-above-work



The Mansion Block



The Tyneside Flat



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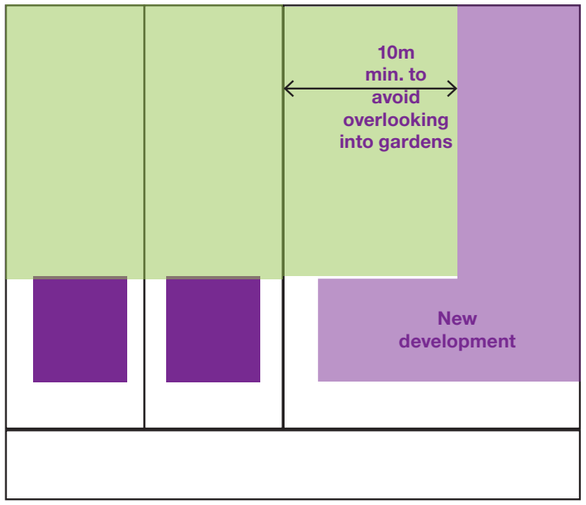
3 Code

3.2.1 Site Type Principles - Urban Core
Massing & Roofscape

Key design principles:

- Stepping massing from main road towards side streets for corner plots
- Building sets plot boundary, no set-backs at ground level
- Modest increase in height from prevailing context heights
- Generally flat roofs
- Opportunities for building accents on corners e.g. pop-ups, material articulation, roof form, expressed entrances
- Respect minimum distances from adjoining properties



Adjacent condition - Houses with blank flank walls (plan view)

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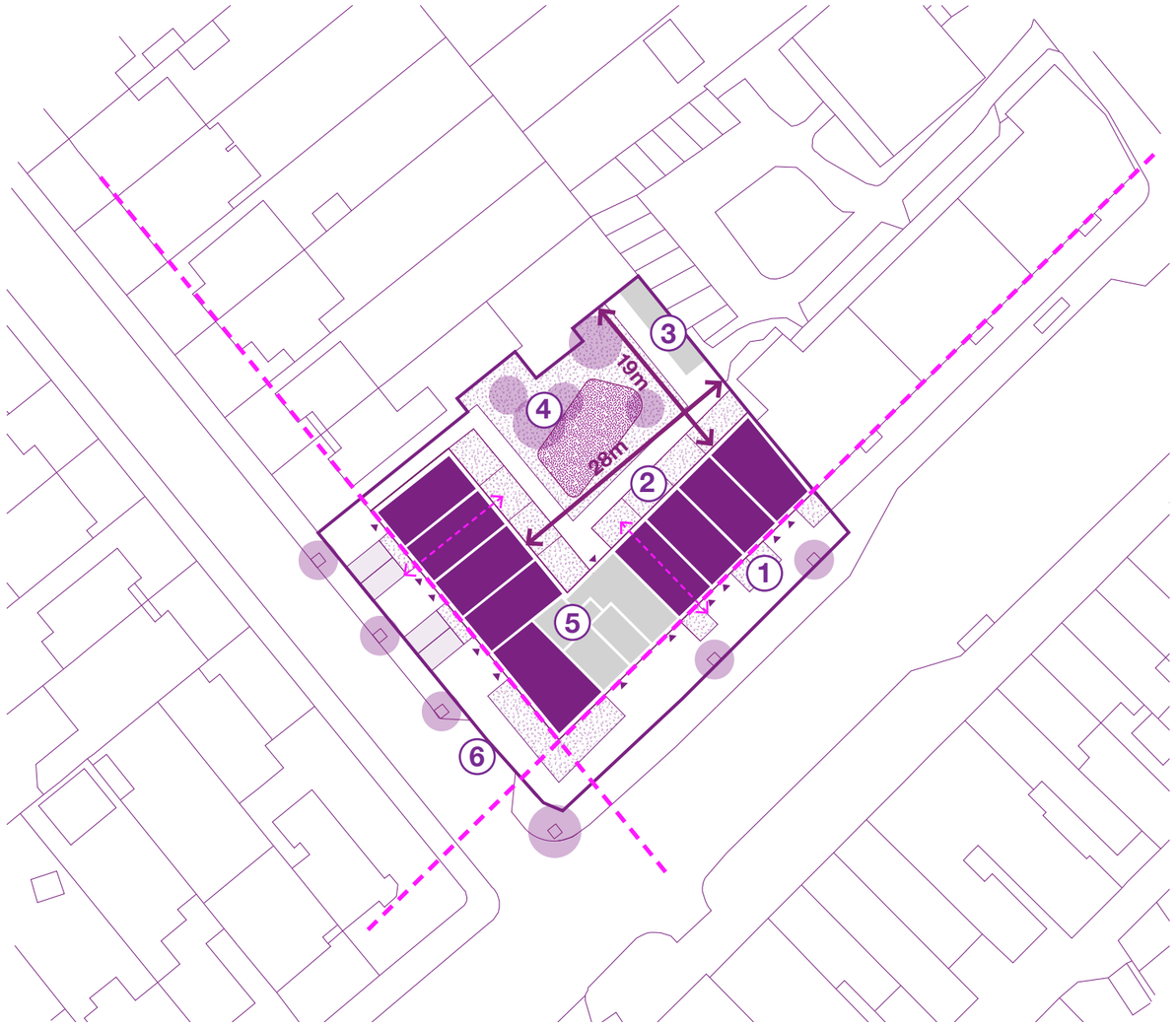
3 Code

3.2.1 Site Type Principles - Urban Core
Entrances / frontage

Key design principles:

- Building entrances accessed directly from the street
- Commercial use or maisonettes at ground floor, no flats and no bedrooms at ground level.
- No service, refuse or cycle store frontage at street corners
- Building line to generally adjoin neighbouring buildings except for where buildings have unnecessary large set-backs
- No on-plot parking on street side frontage
- Buildings which book-end the street could be considered as stepping out from the established frontage line to signify a prominent location



Ground Floor Site Plan (example site)

1. Defensible space onto main street frontage
2. Rear private amenity gardens, opening onto communal amenity space
3. Cycle parking in dedicated external store
4. Shared communal amenity space with play space
5. Shared residential core and refuse store
6. On-street parking (10% for M4(3) units only)

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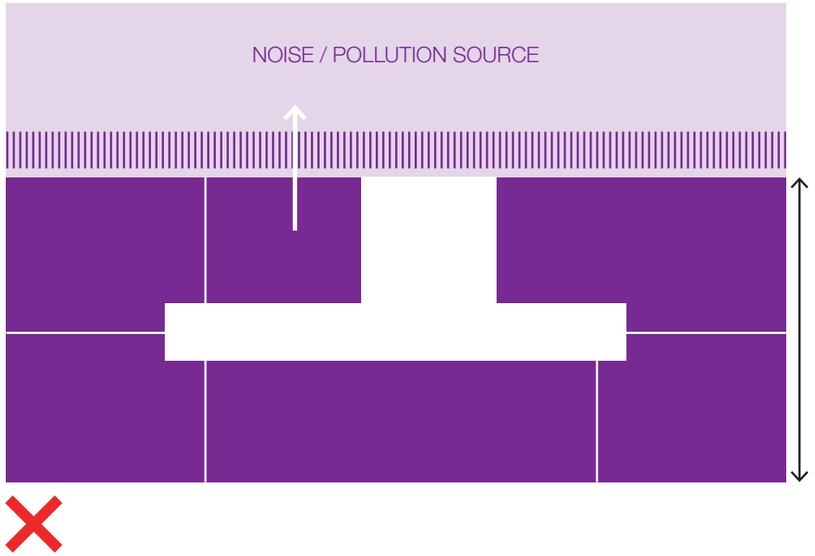
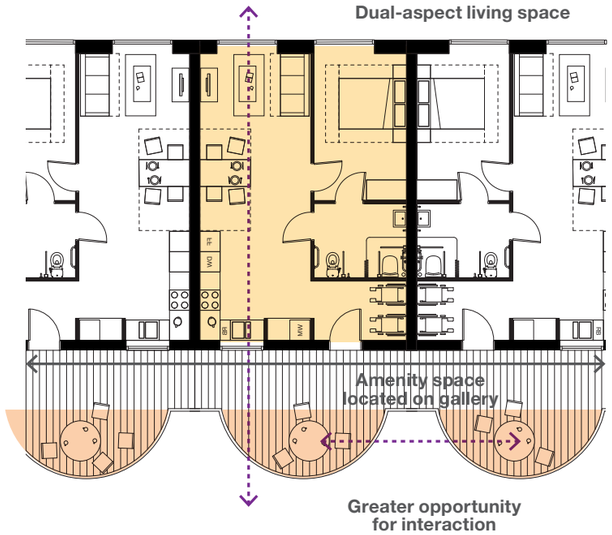
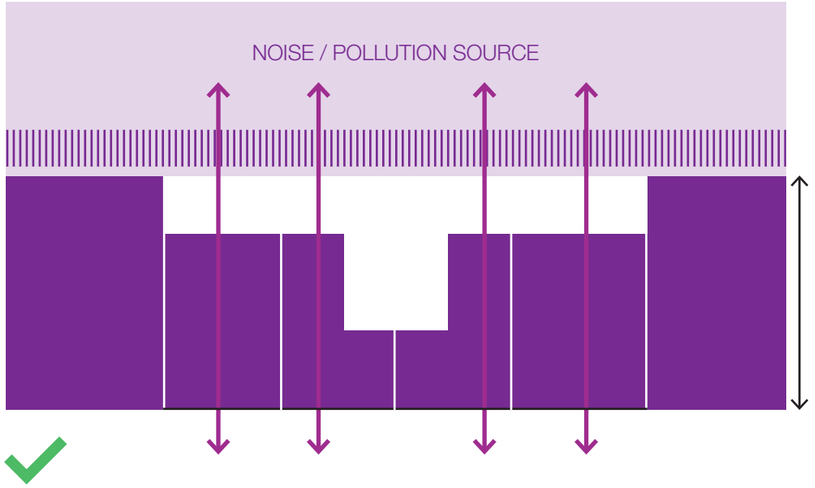
Avoid single-aspect dwellings facing onto busy main roads

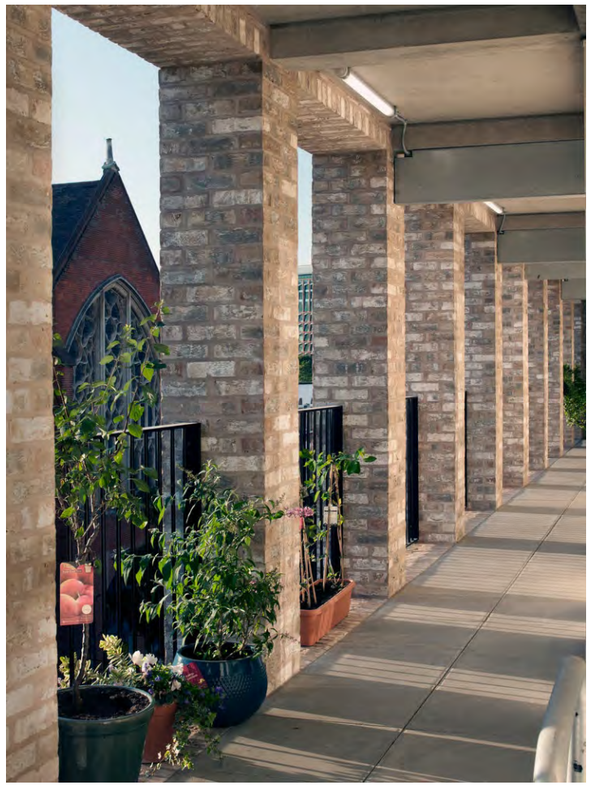
Through units or gallery access is preferable where noise/air quality are particular issues

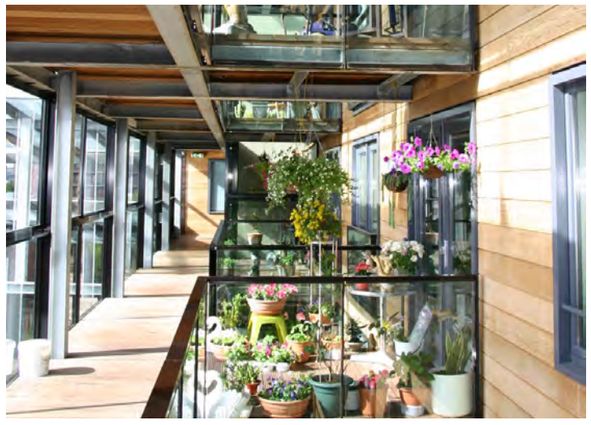
Maximise amenity value of gallery access











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3 Code

3.2.1 Site Type Principles - Urban Core Greening

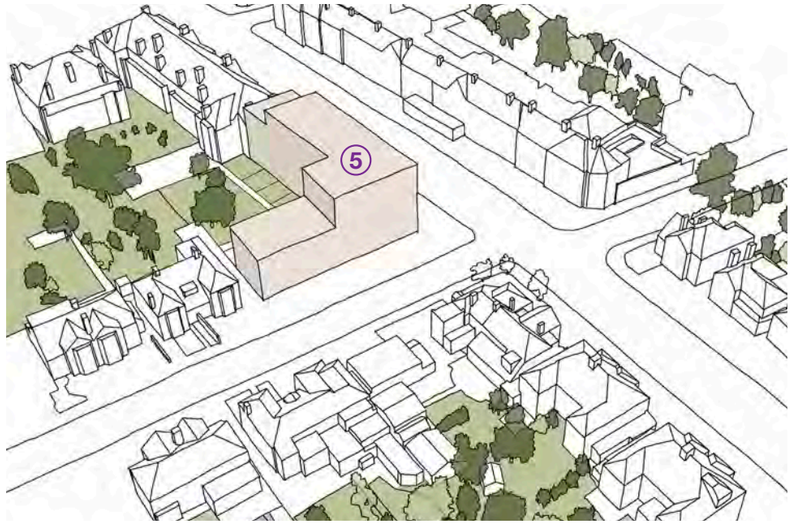
1. Defensible space to primary street - min.1.5m depth see section 3.1.5 greening

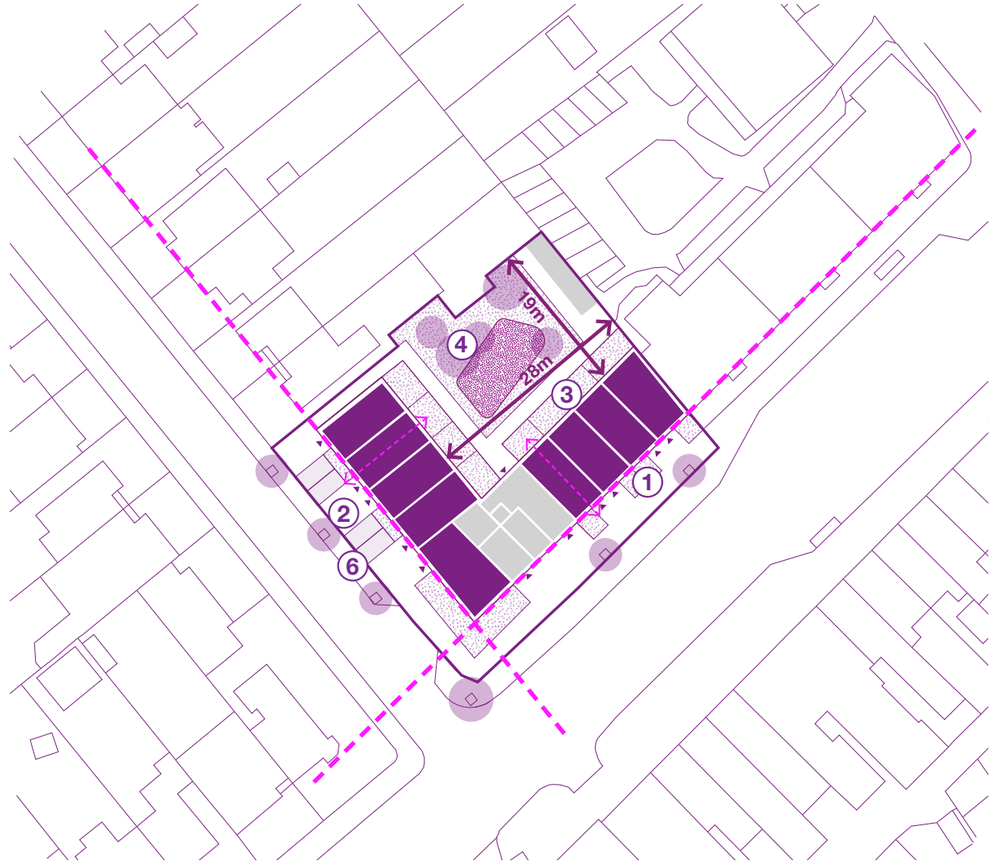
2. Driveway parking (only possible in locations where it already exists) - see section 3.1.5 greening

3. Rear gardens - see section 3.1.5 greening

4. Communal space - see section 3.1.5 greening

5. Use roof space for amenity space where lower level space is limited.





Ground Floor Site Plan (example site)

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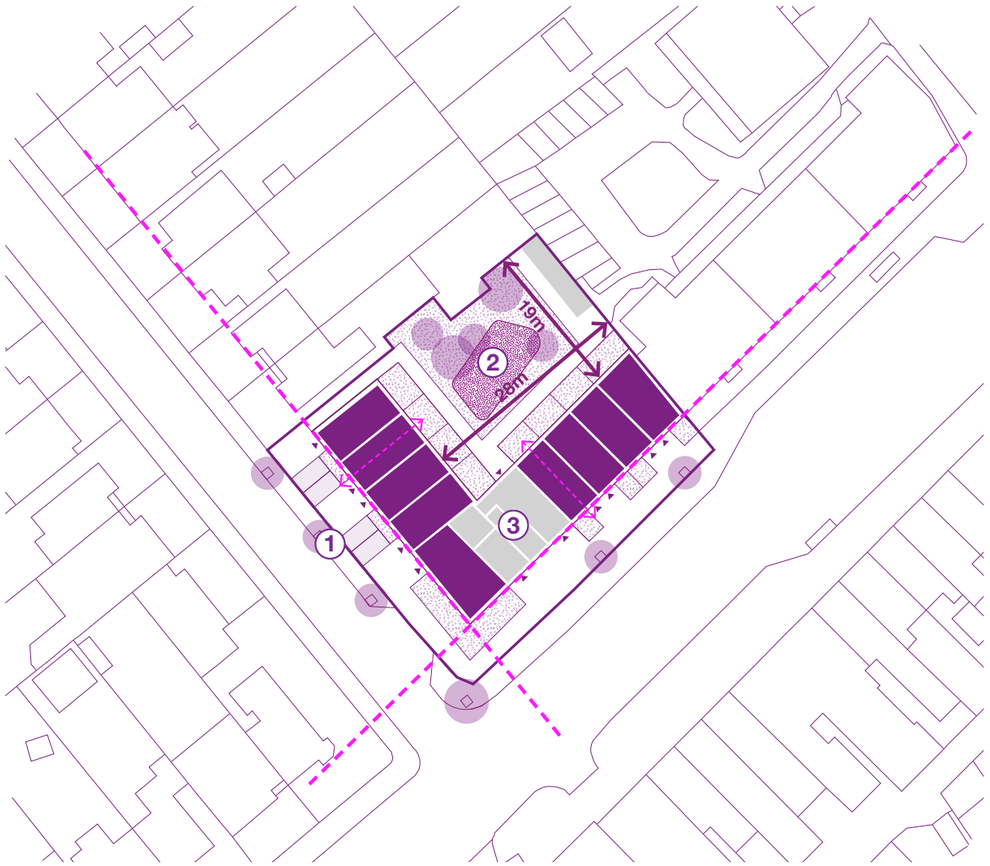
3 Code

3.2.1 Site Type Principles - Urban Core Parking

1. Driveway parking (only possible in locations where it already exists) - see section 3.1.5 greening

2. Undercroft parking could be considered in lower PTAL areas - see section 3.1.5 greening

3. Blue badge parking must be located as close as possible to the communal cores



Ground Floor Site Plan (example site)

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3 Code

3.2.2 Site Type Principles - Suburban Introduction

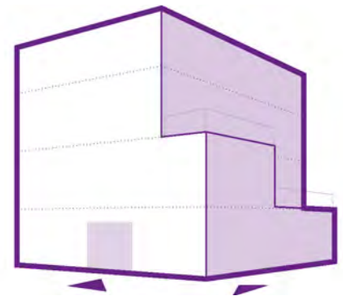
Key characteristics and challenges:

- Located in predominantly low density residential areas
- Predominantly detached/semi-detached housing typologies
- Challenge to increase density without impacting negatively on privacy or overshadowing

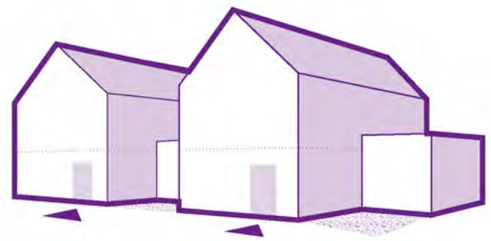
Appropriate typologies:

The Terrace

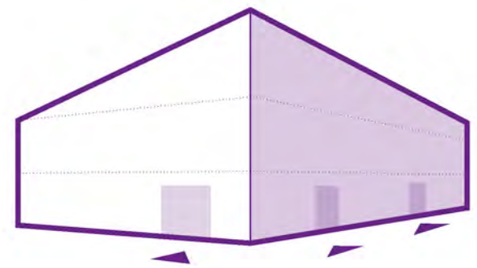
The Book-End



The Mews



The Suburban Apartment



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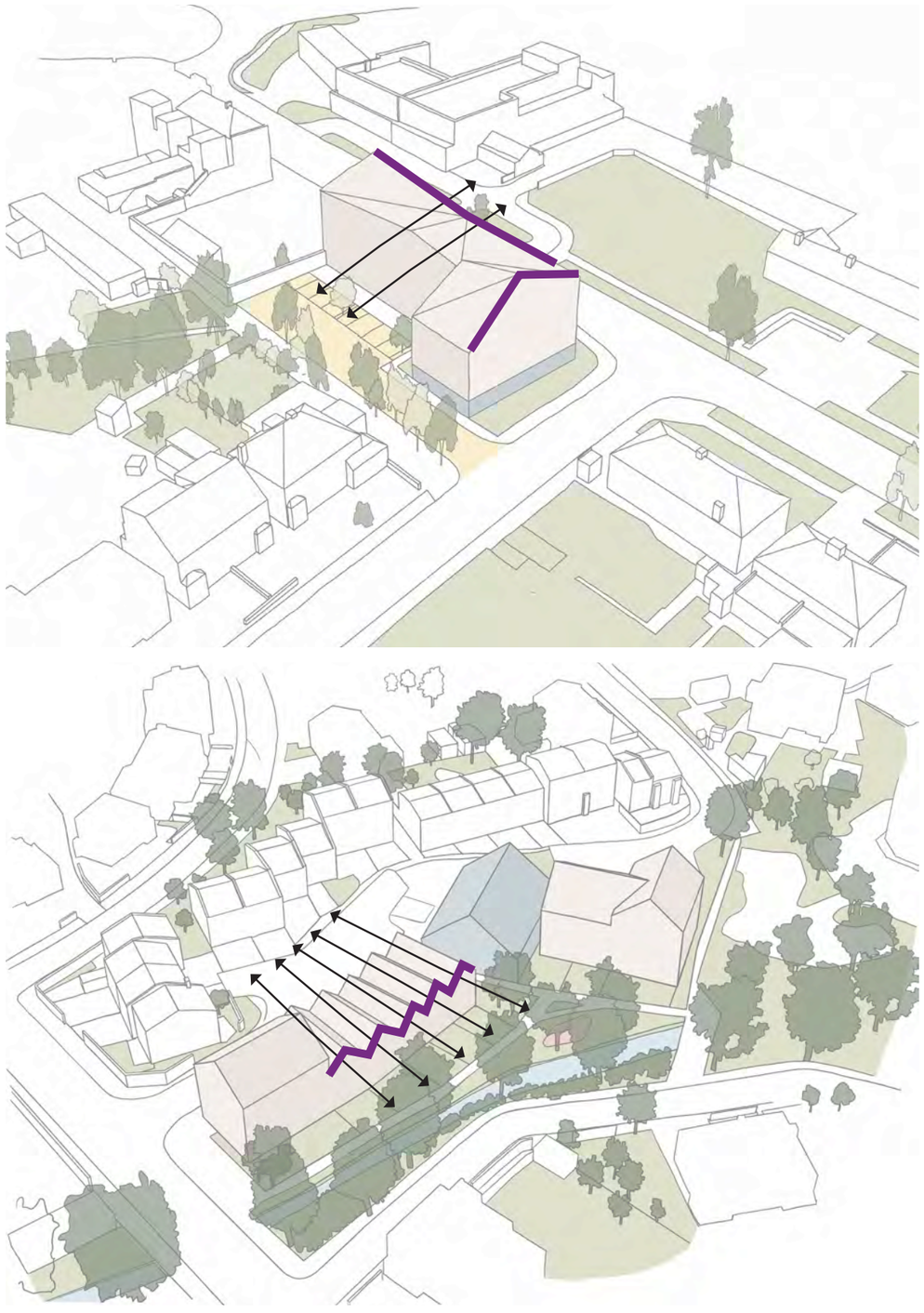
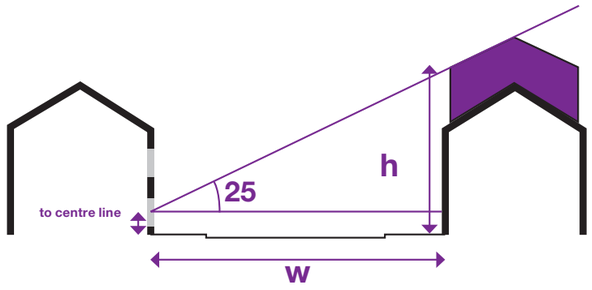
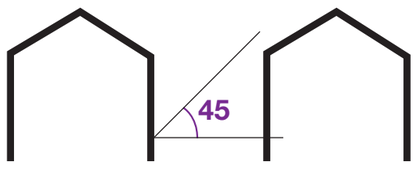
Key principles:

- Massing will generally reflect the prevailing building heights or be subservient to the neighbouring buildings
- Articulated roofscape, pitched roofs to reference context and maximise usable roof space
- Buildings set back from the street
- Dormers acceptable in certain locations
- Roof terraces generally not acceptable





Facing building across a street



Adjacent buildings with side windows

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3 Code

3.2.2 Site Type Principles - Suburban

3.2.2 Entrances / frontage

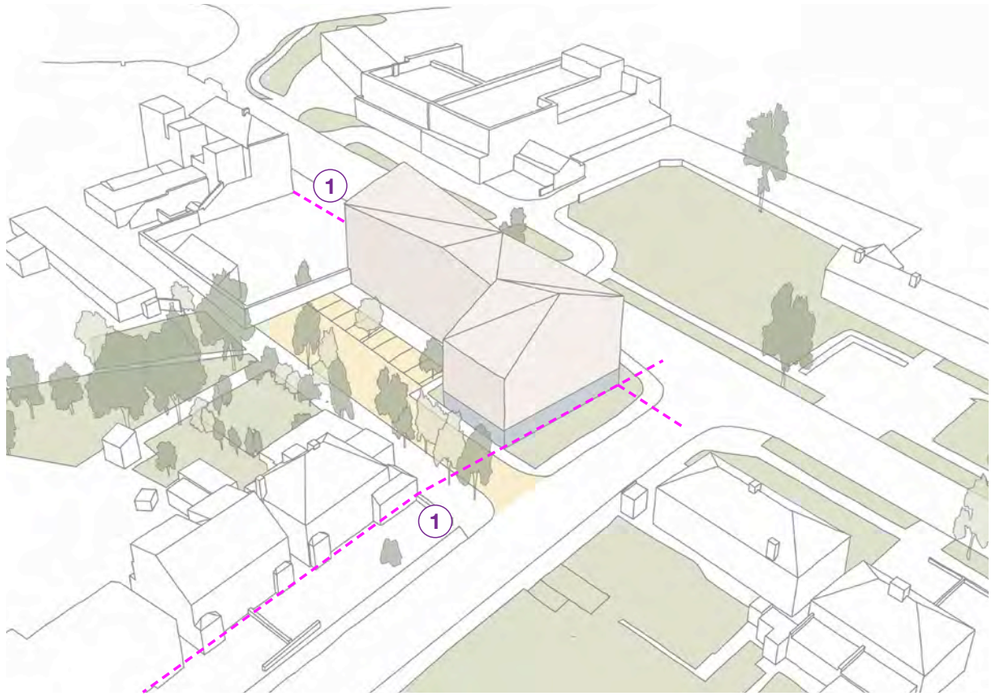
1. New frontage should generally align to existing building frontage

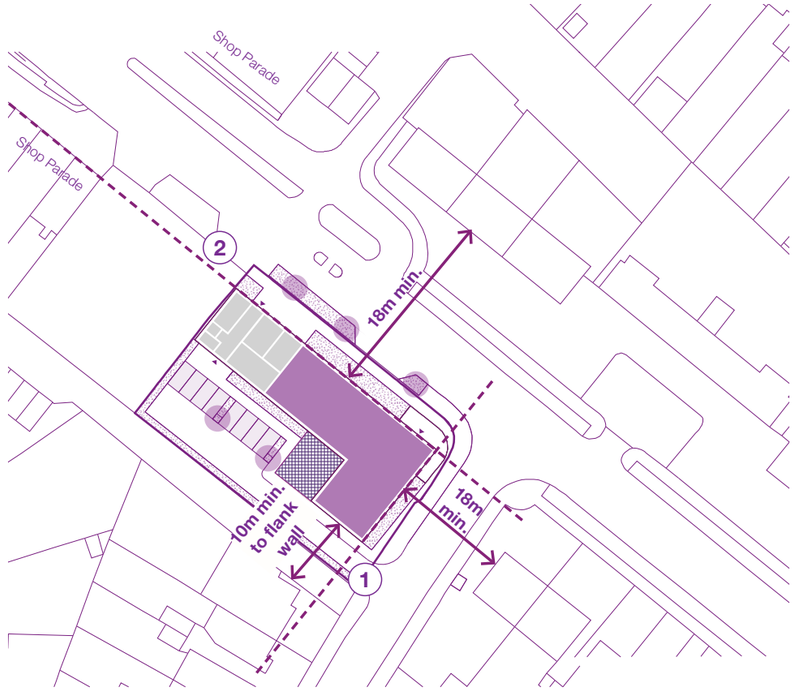
2. Flank walls should not face directly onto routes or public roads

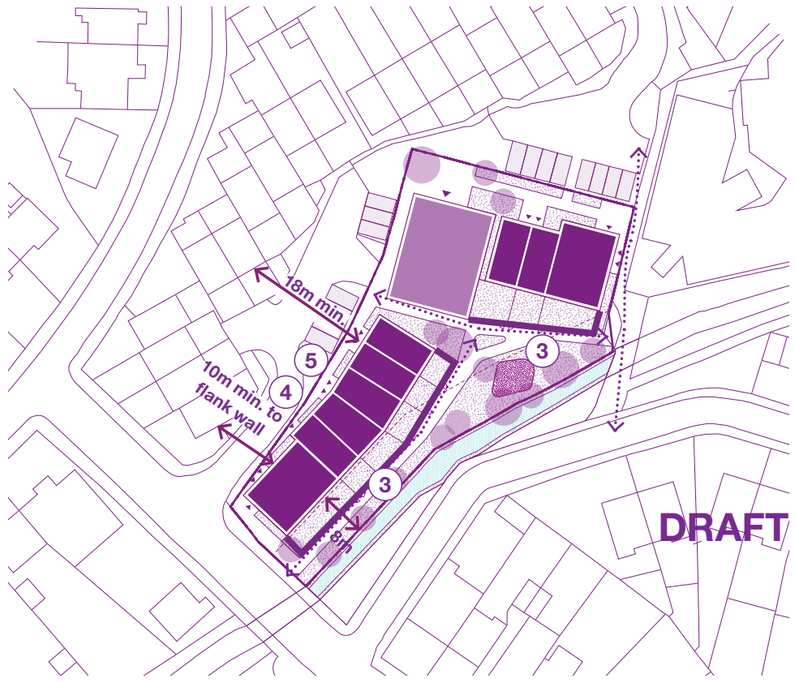
3. Where rear gardens meet public routes, garden walls should be of masonry construction and 1.8m min. tall.

4. Maximise active frontage onto streets and paths with ground floor windows and openings

5. Prioritise individual entrances to dwellings (houses + maisonettes)







Minimum separation distance

Suggested frontage

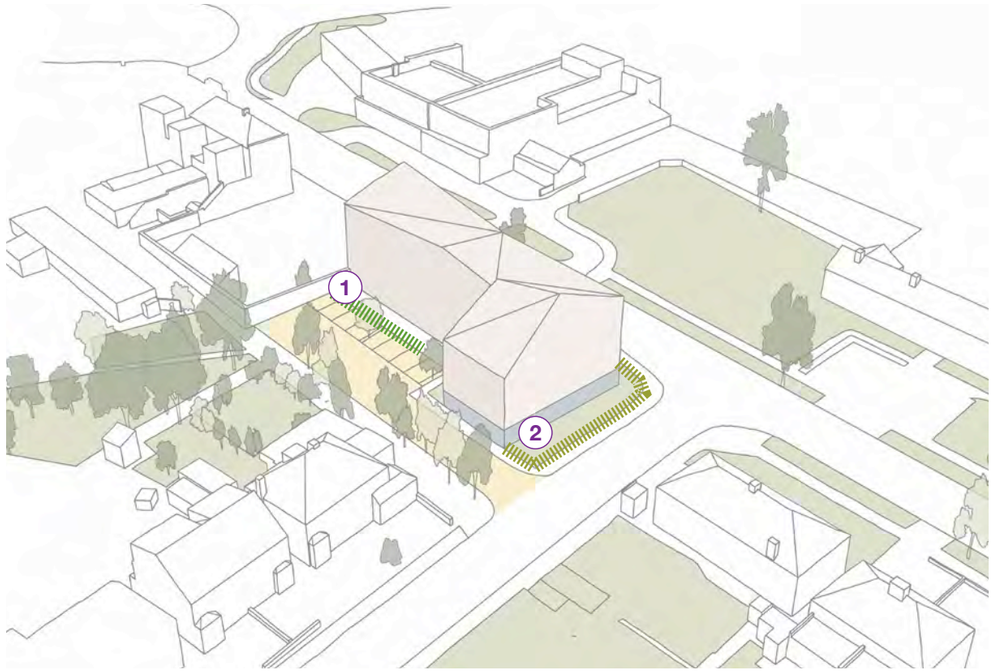
Public routes

3 Code

3.2.2 Site Type Principles - Suburban Greening/Open space

1. Edge condition between car park and rear garden - maintain separation between cars and building with min 1.5m green edge and safe pedestrian access

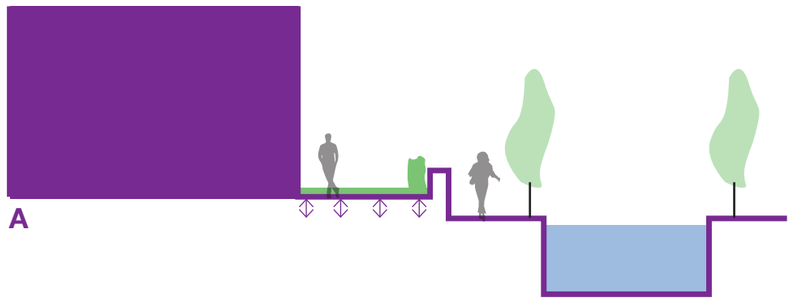
2. Edge condition between building and public route - min. 2.5m green buffer with defensible space



3. Edge condition between back garden and public route (in this case a river walk)

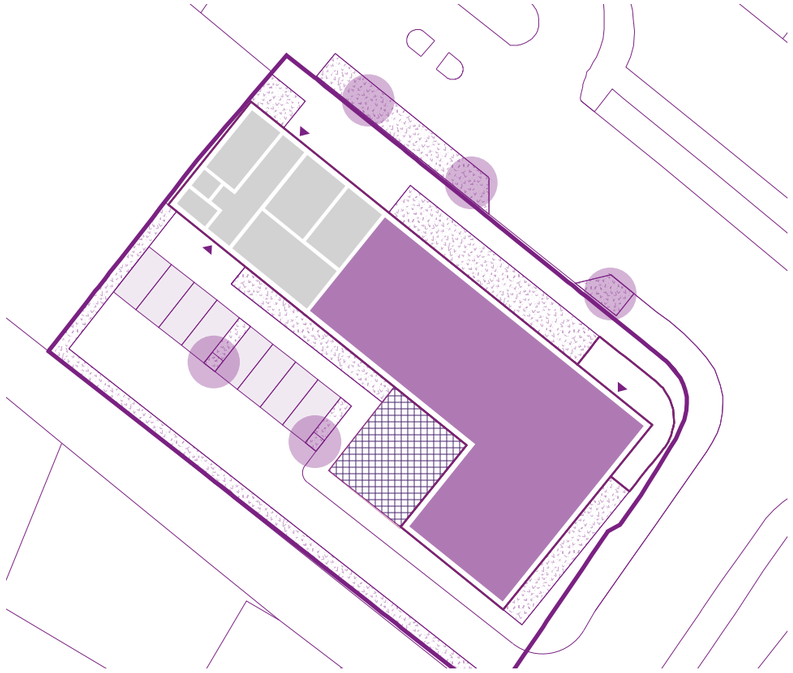
- Option A - raised back garden with lower boundary wall

- Option B - 1.8m max. masonry wall with planting above



Rear courtyard parking

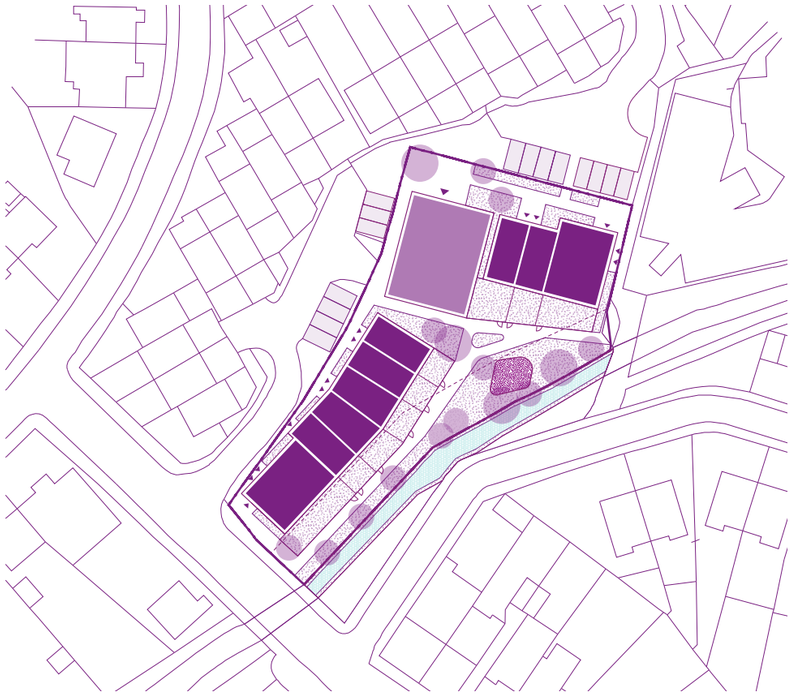
- Design in planting areas with integrate trees between spaces
- Raise green areas to give them more prominence and avoid them being damaged by pedestrians



Parking areas designed with generous green buffers

Driveway parking

- Integrate planting with parking zone
- Parking surface material to match or complement the footway material



Parallel parking appropriate on quieter roads to save space in the street section

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3 Code

3.2.3 Site Type Principles - Big box Introduction

Key characteristics and challenges:

- Large format units

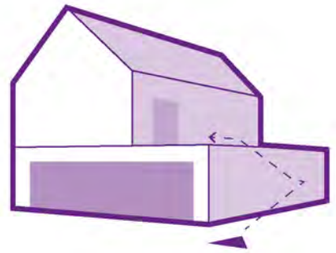
- Single loading / servicing already in place

- Minimal existing landscaping / edge boundary treatment

- Apartments over houses generally

Appropriate typologies:

The Live-above-work



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3 Code

3.2.3 Site Type Principles - Big box
Massing and roofscape

Key principles:

- Massing and layout should introduce a street-based urbanism with buildings fronting onto new or existing streets

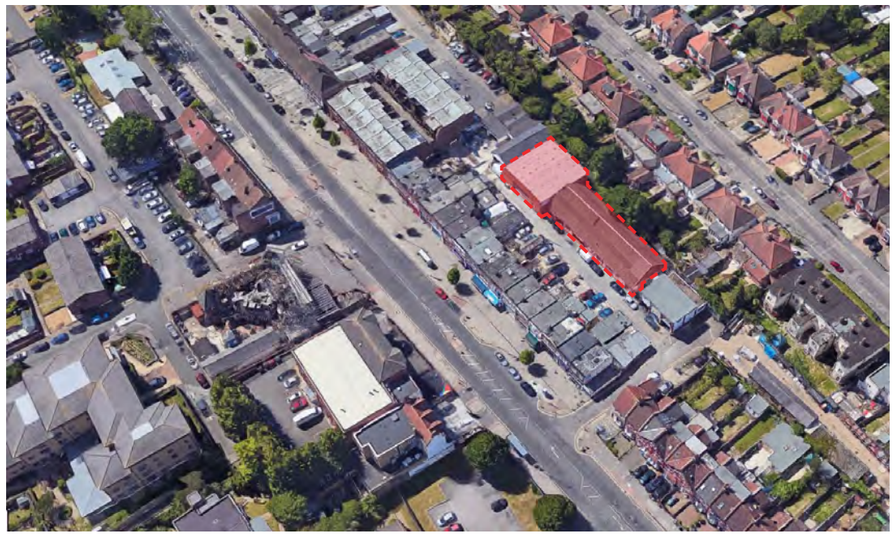
- Where commercial uses are reprovided residential units should not directly overlook service yards

- Moderate height increase in relation to prevailing building heights, subject to overlooking and overshadowing concerns

- Massing should be articulated to break down the scale of larger blocks

- Flat roofs or pitched roofs

- Height steps down along with boundary with existing boundaries



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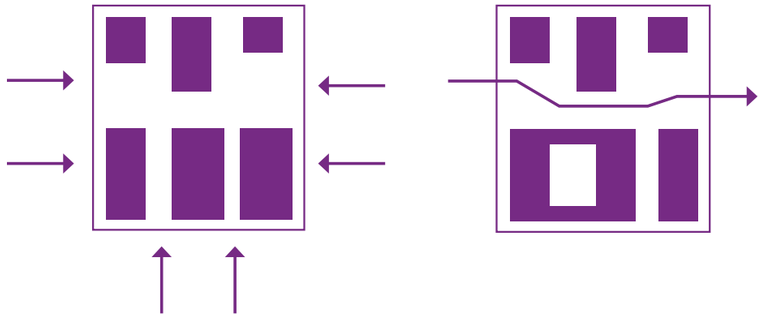
- Frontage should either line an existing access route or create a new one within the site

- Front doors on street

- Avoid long stretches of service/refuse/cycle stores



Reduce / consolidate access points with new development

Open up frontage to public routes where it doesn't currently exist

Ground Floor Site Plan (example site)

1. Shared street upgraded to provide safe shared surface for both vehicles and pedestrians
2. Employment space fills red-line boundary at ground, split into 3no units or one large space
3. Shared external stairways (gated at ground floor) provides access to 2no residential units at first floor
4. Refuse store serving both residences and commercial provided within acceptable distances from the end of the street
5. Undercroft cycling parking (shuttered or gated) provided as required

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- Potentially limited ground level communal space, priority on roof terraces and balconies

- Green buffers must be made between upper level amenity space and boundary walls

First Floor Site Plan (example site)

1. Courtyard roof terrace providing private amenity for the single storey unit
2. Planted visual amenity to sensitive boundary, softening the massing for existing semi-detached housing

Second Floor Site Plan (example site)

1. Roof terrace providing private amenity for the duplex residential units
2. Planted green roof providing visual amenity, whilst preventing overlooking into the existing private gardens from roof terrace amenity with a min 4m buffer

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ADD MORE GUIDANCE POINTS

- Existing service yard(s) should not be used for resident parking

- Undercroft parking may be appropriate in certain locations

Ground Floor Site Plan (example site)

1. Shared street upgraded to provide safe shared surface for both vehicles and pedestrians
2. Employment space fills red-line boundary at ground, split into 3no units or one large space
3. Shared external stairways (gated at ground floor) provides access to 2no residential units at first floor
4. Refuse store serving both residences and commercial provided within acceptable distances from the end of the street
5. Under-croft cycling parking (shuttered or gated) provided as required

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Key characteristics and challenges:

- Narrow sites

- Often close to residential buildings

- Reprovision of car parking

- Access and connection to existing highway

Garage example 1

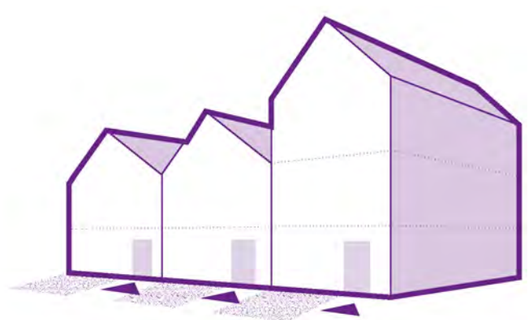
This garage site bookends two residential access roads. It is situated in a suburban location, although neighbours two 4 storey apartment blocks

Garage example 2

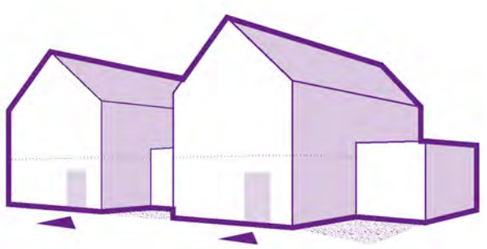
The site has very tight back to back distances to the existing apartment blocks, and the two storey dwellings nearby. Therefore overlooking, privacy and rights to light concerns will need to be factored into any development

Appropriate typologies

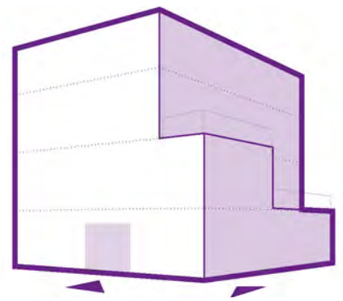
The Terrace



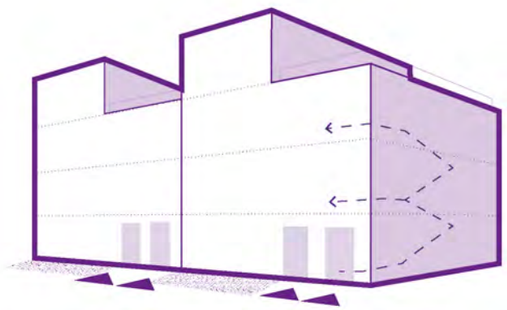
The Mews



The Book-End



The Tyneside Flat



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3 Code

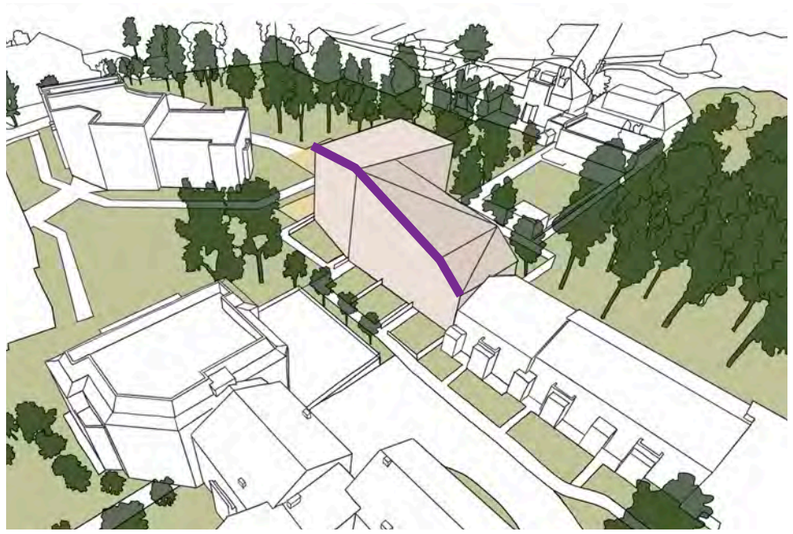
3.2.4 Site Type Principles - Garages
Massing / roofscape

For sites nestled between blocks of different heights, a transition in massing can work architecturally

- Similar block gauge to existing terraces to avoid overlooking

- Corners are points where height can be slightly increased

- Generally buildings will be aligned to define the plot boundary / edge treatment



Break up massing where gaps between buildings exist

Linear sites result in terraces or mews typologies

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3 Code

3.2.4 Site Type Principles - Garages
Entrances / frontage

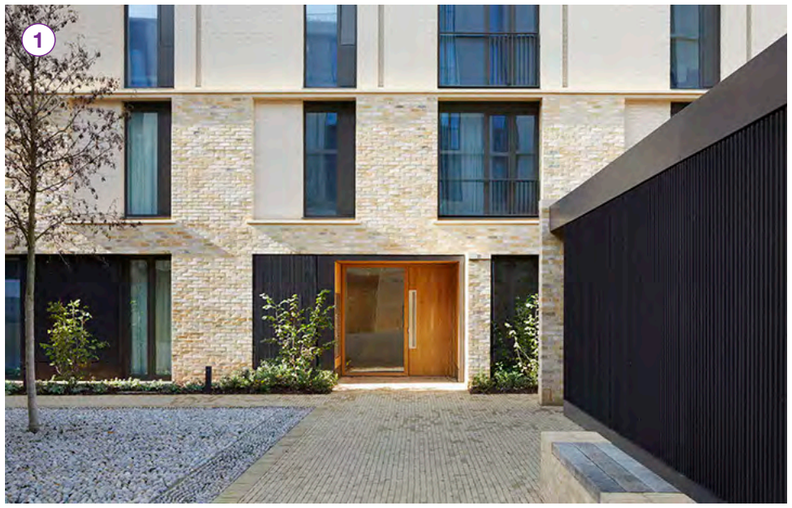
Entrances and service access must be clearly visible from the entrance road

Locate service frontage near vehicle turning head

Where less than 1.5m defensible space can be achieved to residential ground floors, entrances should be set back and bedrooms facing onto the streets at ground level should be avoided

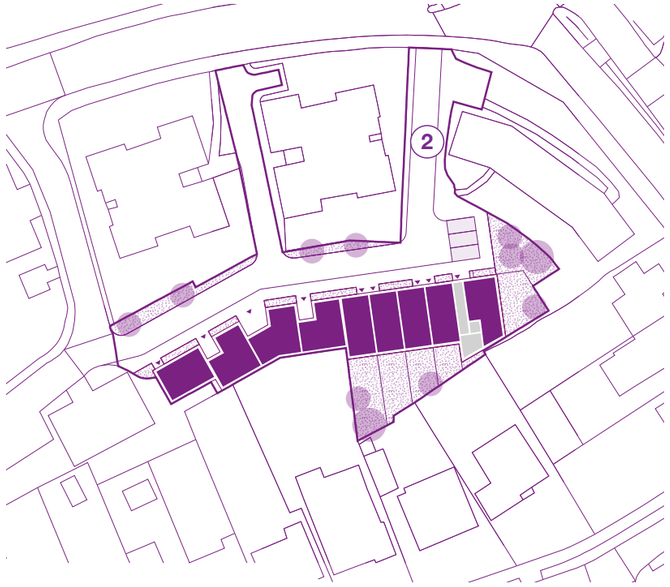
For set back entrances, max depth should be 1m and good constant lighting should be provided

Entrance doors should included some glazing



Minimum 1.0m planting strip

Repeatable and evenly spaced entrances to give the impression of a new street



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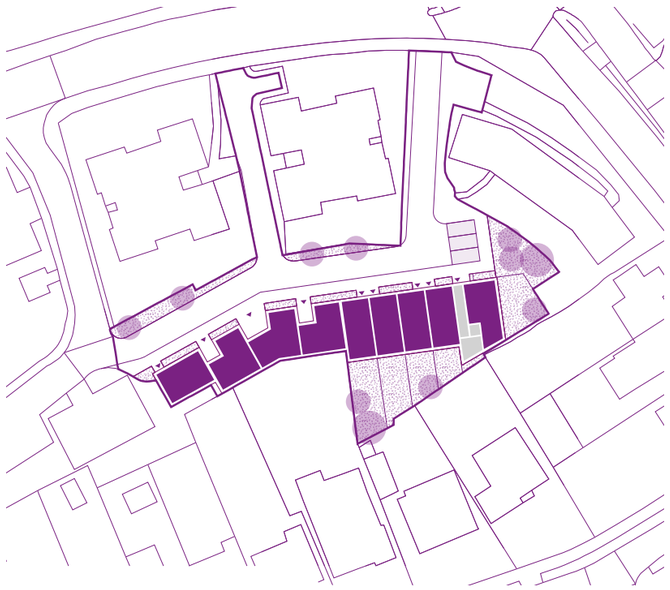
Prioritise use of permeable materials for hard landscaping incl. integration of SUDs wherever possible

On long single access roads, low green hedges can be used for boundary treatments. Avoid using tall walls which will prevent passive surveillance



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3 Code

3.2.4 Site Type Principles - Garages Parking

Where parking is being provided in a consolidated area, it is important to locate parking as close as possible to the site entrance

The parking areas must follow the guidance of section 3.1.5 greening with regard to planted edges

Parking could also be provided as parallel spaces within the street design as opposed to perpendicular spaces

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3 Code

3.2.5 Site Type Principles - Car Parks Introduction

Key characteristics and challenges:

- Narrow sites

- Often close to residential buildings

- Reprovision of car parking

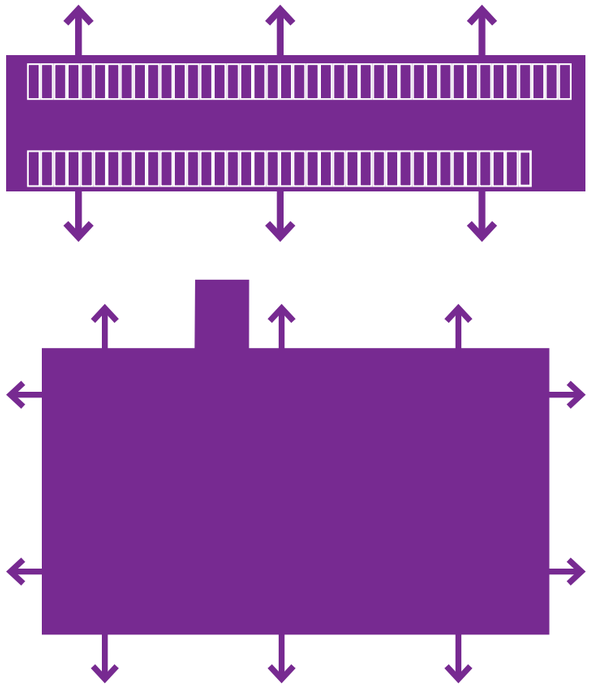
- Access and connection to existing highway

Linear car parks

- Clear front and back
- More hidden from public routes

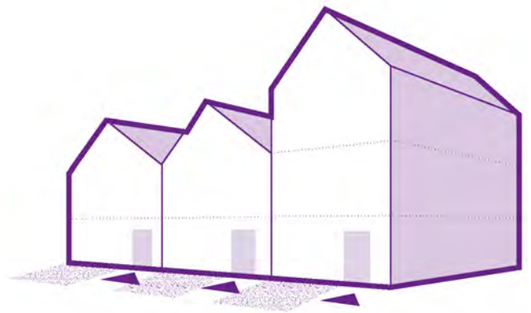
Larger surface car parks

- More edges and frontages
- Combination of typologies

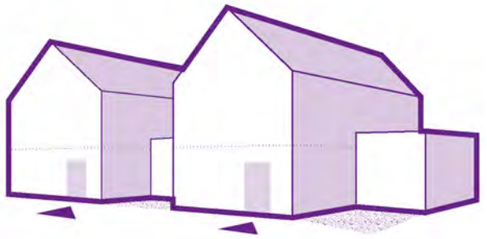


Appropriate typologies

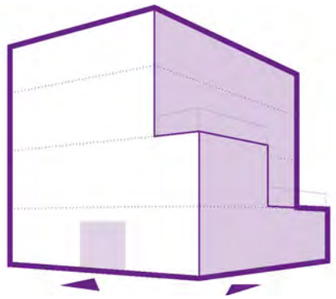
The Terrace



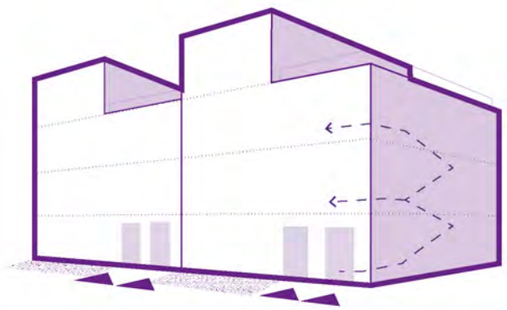
The Mews



The Book-End



The Tyneside Flat



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3 Code

3.2.5 Site Type Principles - Car Parks
Massing / roofscape

Key principles:

- Building heights must be similar to or lower than surrounding buildings where new buildings directly adjoin existing properties

- 25 degree rule must be applied (see section 3.1.1)

- Where buildings are more than 18m away from existing properties moderate increases in height may be supported

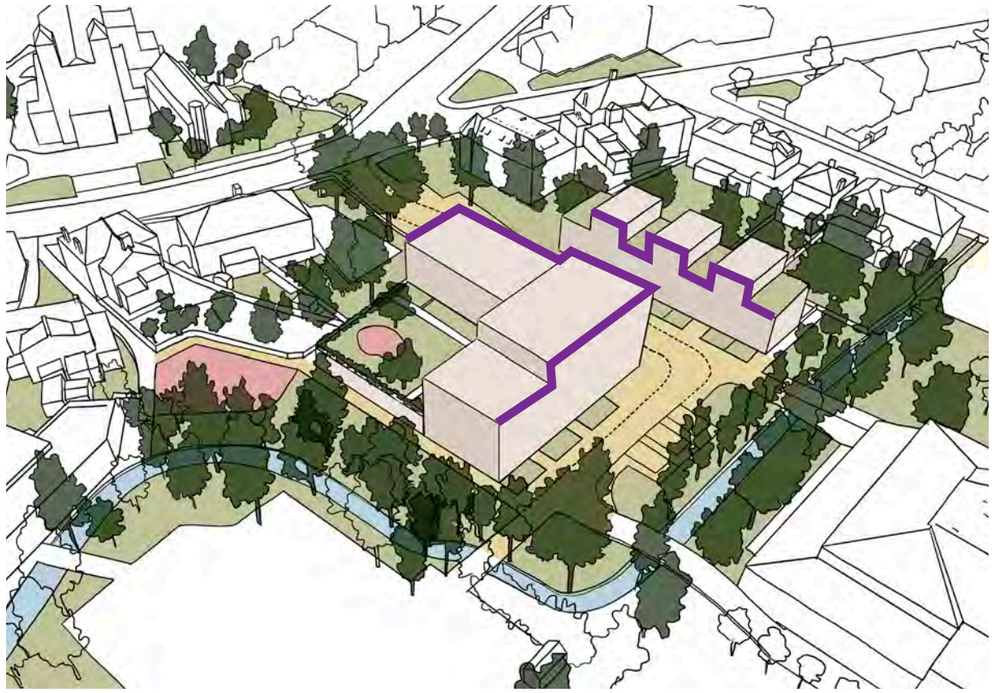
- Connect existing streets or pedestrian routes into surrounding network wherever possible

- New blocks face onto streets

- Roofs to integrate with surrounding character

- Maximise habitable area within roof level

- Roof terraces and balconies oriented away from existing gardens



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3 Code

3.2.5 Site Type Principles - Car Parks

Entrances / frontage

Entrances and service access must be clearly visible from the entrance road

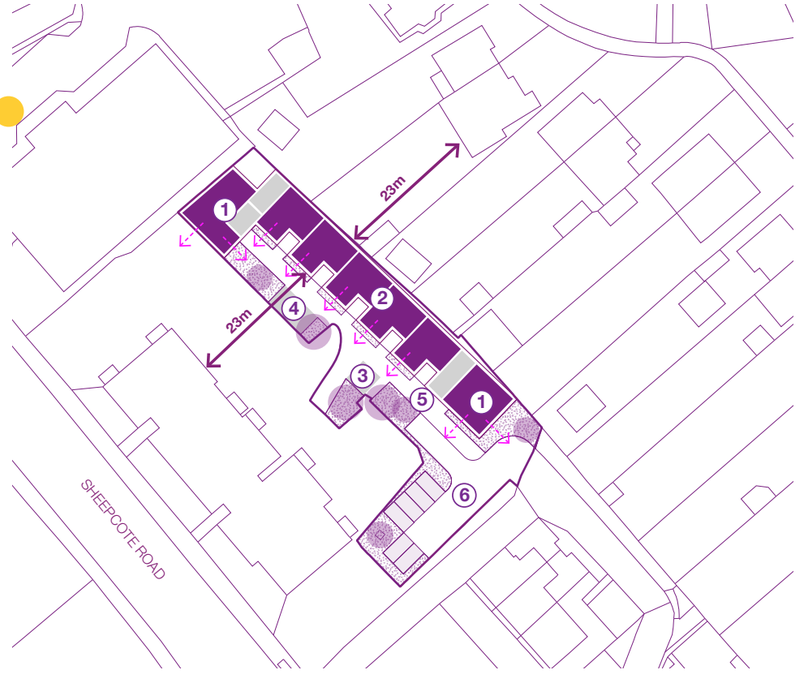
Locate service frontage near vehicle turning head

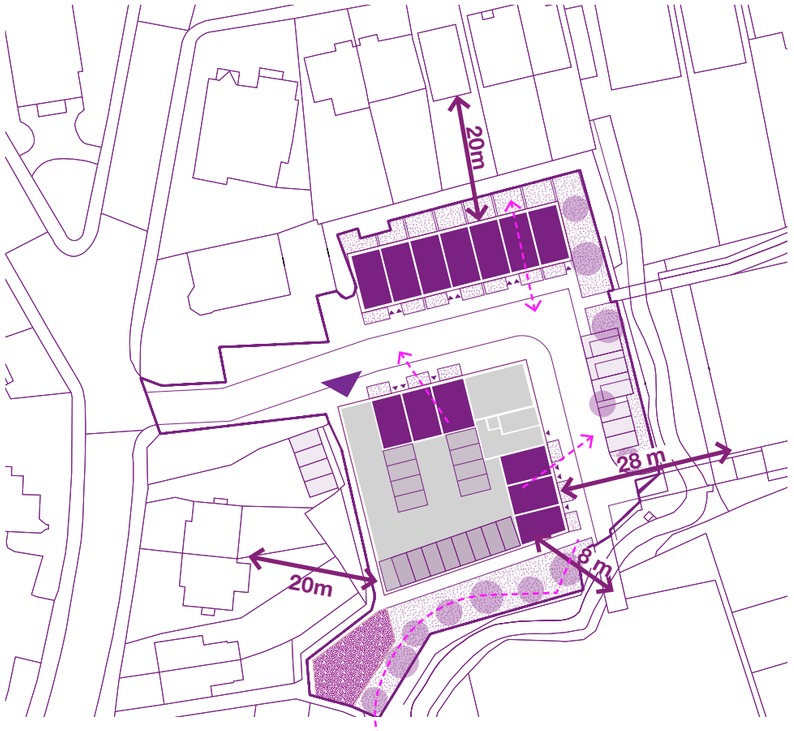
Where less than 1.5m defensible space can be achieved to residential ground floors, entrances should be set back and bedrooms facing onto the streets at ground level should be avoided

For set back entrances, max depth should be 1m and good constant lighting should be provided

Entrance doors should include some glazing

Locate car park entrance near site entrance, avoid bringing cars into the development





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On more hidden sites, use low-level planting on secondary or private roads to enable better passive surveillance by residents

Any roof terraces or raised balconies must incorporate a green buffer as separation from neighbouring properties

On larger sites with more service frontage or undercroft parking, use mid-level planting and trees to screen development edges

Plant species which are better suited to low level planting

Tree species with clear trunks for visibility and mid-level shrubs for concealing larger service edges

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3 Code

3.2.5 Site Type Principles - Car Parks Parking

Where higher parking provision is required, see section on car parking (3.1.16),rear parking courts (3.1.17), undercrofts (3.1.18), and greening (3.1.9).

Supporting information e.g. parking survey would be expected to demonstrate loss of parking

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3 Code

3.2.6 Site Type Principles - Infill Introduction

Various site types may fall under the heading of 'infill' with varying priorities and considerations

1 Backlands infill
Hidden sites, set away from main streets, single point of access

2 Mews infill
End of garden land or vacant strips at rear of existing properties

3 Street-facing infill
Small plots at end of gardens facing onto side street

4 Corner infill
Typically on street corners, between existing properties

5 Individual house infill
Plot between two existing houses

Key characteristics and challenges:

- Tight sites with limited overlooking from neighbouring properties

- Potential for long access roads

- Irregular site geometry

- Sensitivity on new building heights and privacy

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3 Code

3.2.6 Site Type Principles - Infill Massing & Roofscape

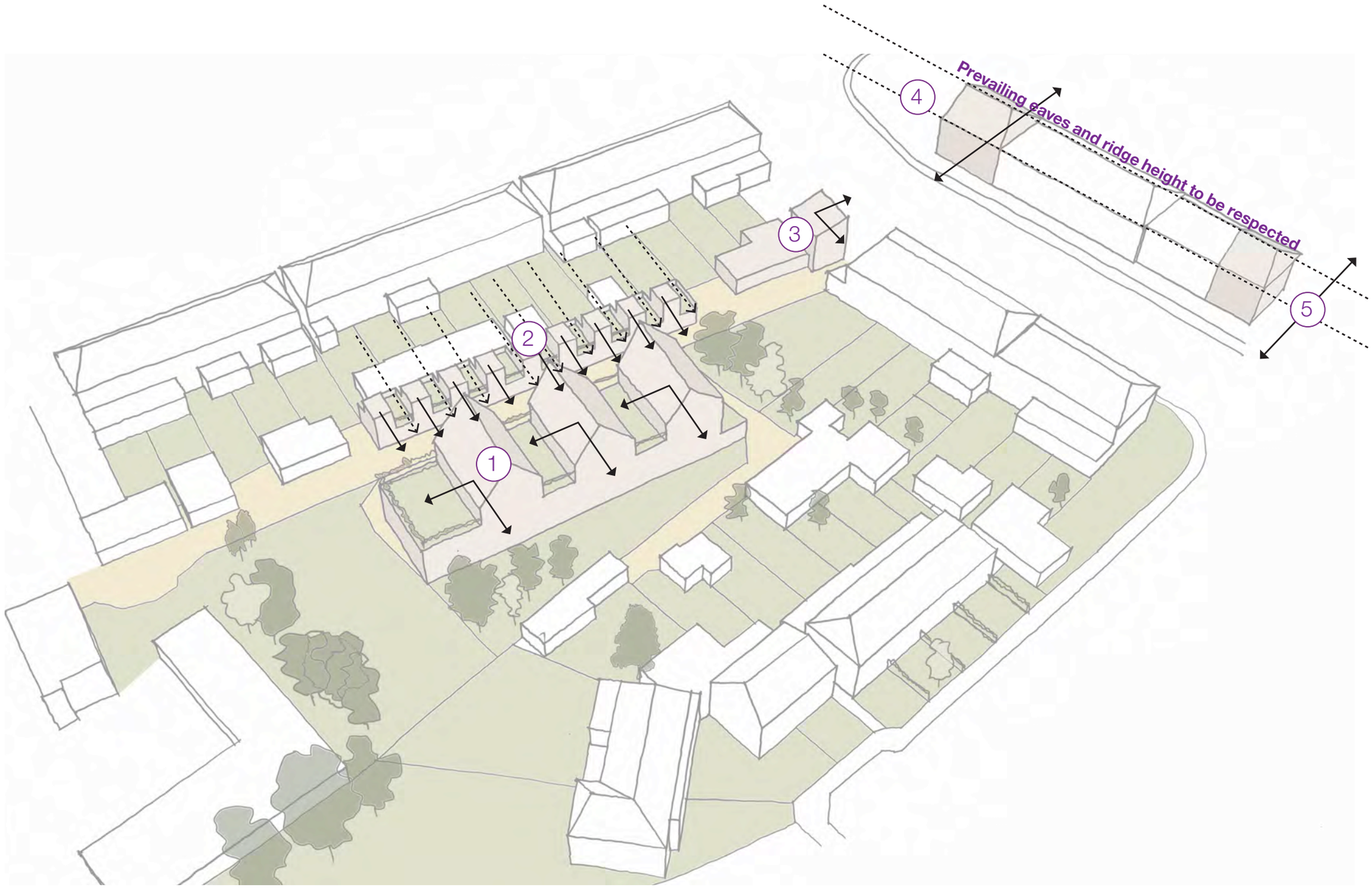
1 Backlands infill
- Sculpt or soften massing with sloped roof form
- Ensure aspect faces away from neighbouring gardens

2 Mews infill
- Generally two or three storeys maximum
- Repeatable house type, must be done across a number of properties to create a new frontage on backland access road
- A break in massing should be allowed for views between buildings

3 Street-facing infill
- Aspect must face the street and side road if applicable
- Opportunity for non-standard roof form

4 Corner infill
- Opportunity to repair inconsistent street frontage
- Opportunity for additional storey in height in certain locations on corner

5 Individual house infill
- Eaves and ridge height to follow prevailing context
- Where there is a generous gap between buildings there is an opportunity for increased height



Aspect from within dwellings

Views from surrounding context

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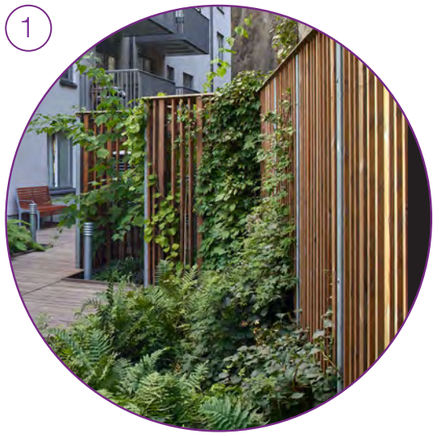
On backland sites passive surveillance is important in giving a sense of ownership to what can be narrow and infrequently used streets. This is best done by locating kitchen or living space windows at ground level and giving any roof terraces or balconies sight of the access road

Blank frontages such as garage doors should be avoided on backland sites

3 Code

3.2.6 Site Type Principles - Infill Greening/Open Space

1



Boundaries on infill sites should provide generous greening as a form of screen to adjacent properties

2

Planting zone min.1m depth on constrained sites - see section on 3.1.5 greening. Boundary wall as defensible space may not be appropriate with this site type

3

Courtyards should be designed as private, usable spaces with generous green edges to soften impact on neighbouring properties

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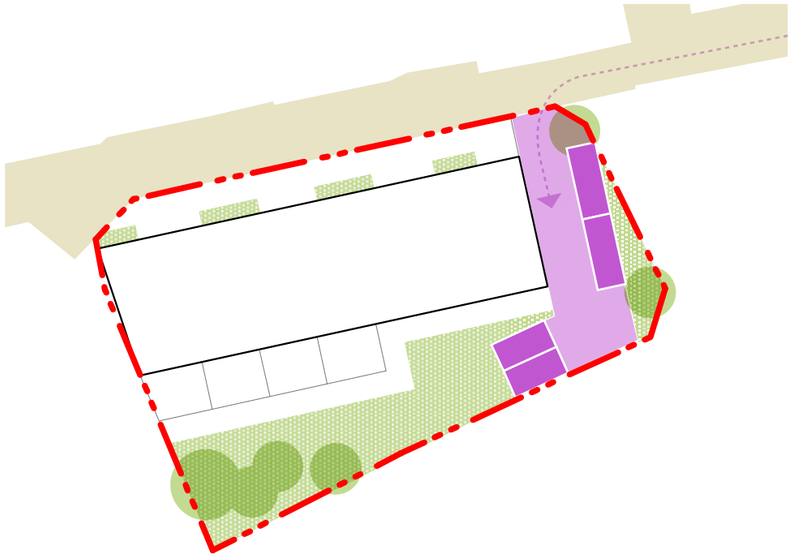
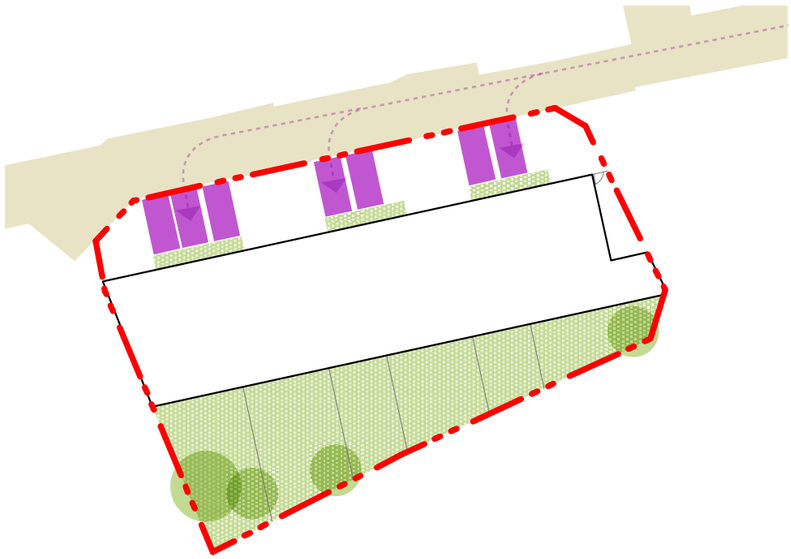
1 Backlands infill



Option A - Locate dedicated parking area close to vehicle entry point to avoid large areas of hard surface. More suited to apartments over private houses



Option B - Private off-street parking either as parallel or perpendicular depending on space restrictions, land take will impact availability to provide shared amenity space

Key characteristics and challenges:

- Only non-designated open space would be considered for development

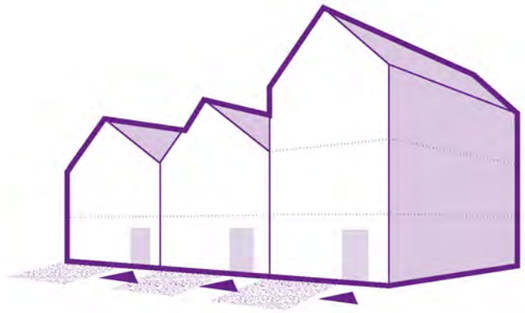
- Pressure against developing open spaces

- Often open spaces appropriate for development are grass verges with little amenity

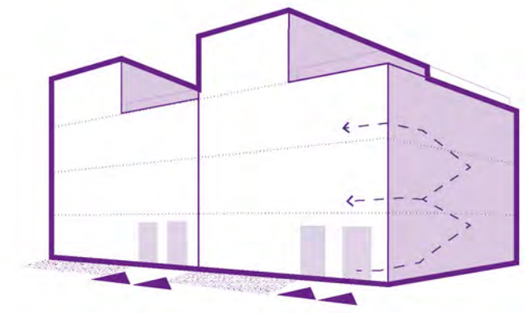
- Often located directly next to roads with little separation space

- Can be irregular geometry caused by leftover land

The Terrace



The Tyneside Flat



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3 Code

3.2.7 Site Type Principles - Open Space
Massing / roofscape

Key principles:

Roof form should reflect the prevailing character of the area

Regular breaks in the massing allow daylight to pass through the site and provide space for terrace and private amenity space

Massing should aim to shield neighbouring properties from noise / air quality impacts of roads

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3 Code

3.2.7 Site Type Principles - Open Space
Entrances / frontage

1. Minimum 1.5m green buffer with defensible space between building and street edge

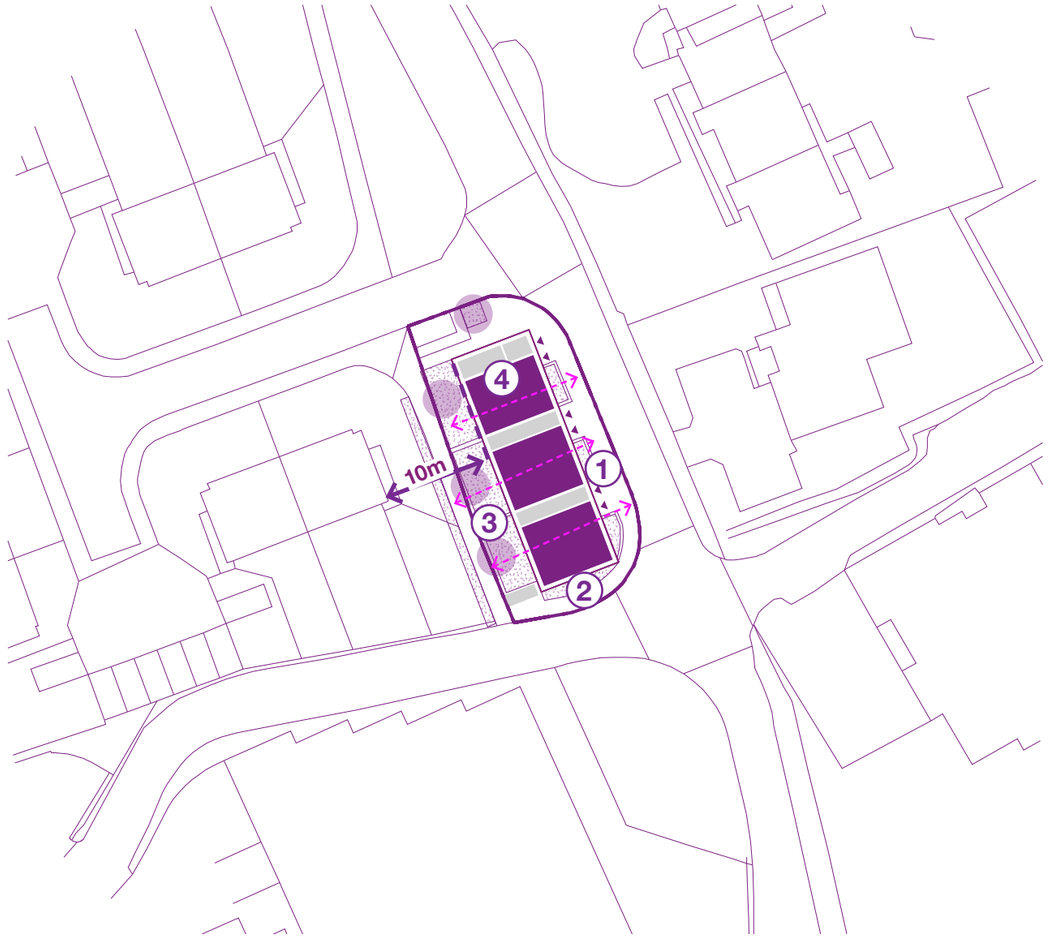
2. Side frontage should generally be more generous with 2.5m planted edge

3. Entrances can be set back max 1m from building facade to give greater level of privacy

4. No bedrooms at ground level

5. Some sites may have multiple street frontages, avoid blank flank walls

6. Rear gardens fronting onto existing rear gardens to have hedge boundary treatments as well as fencing/wall



Ground Floor Site Plan (example site)

1. Wheelchair accessible parking
2. Private gardens backing onto existing garden hedge
3. Careful location of windows to avoid overlooking

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3 Code

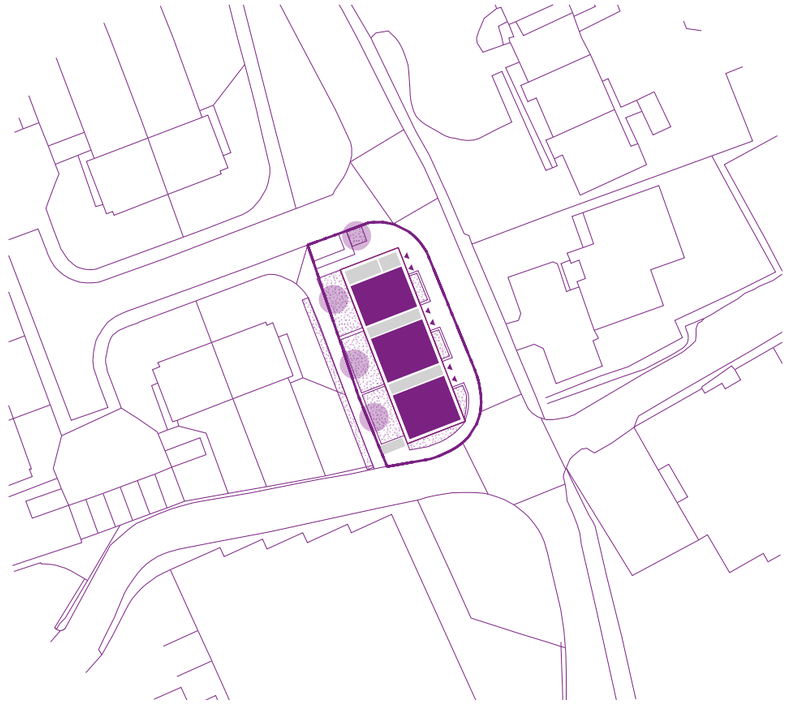
3.2.7 Site Type Principles - Open Space Greening

1. Open space which has little or no amenity/ productive value should be considered for use as community gardens or growing space for residents

2. Edges on side elevations should be planted generously with min 2.5m depth

3. Proposals on open space should provide a net gain in biodiversity

4. Green roofs should be provided unless there is clear justification for another roof type



Ground Floor Site Plan (example site)

1. Wheelchair accessible parking
2. Private gardens backing onto existing garden hedge
3. Careful location of windows to avoid overlooking

Community growing areas
Marmalade Lane, Cambridge, UK

Accordia, Cambridge, UK

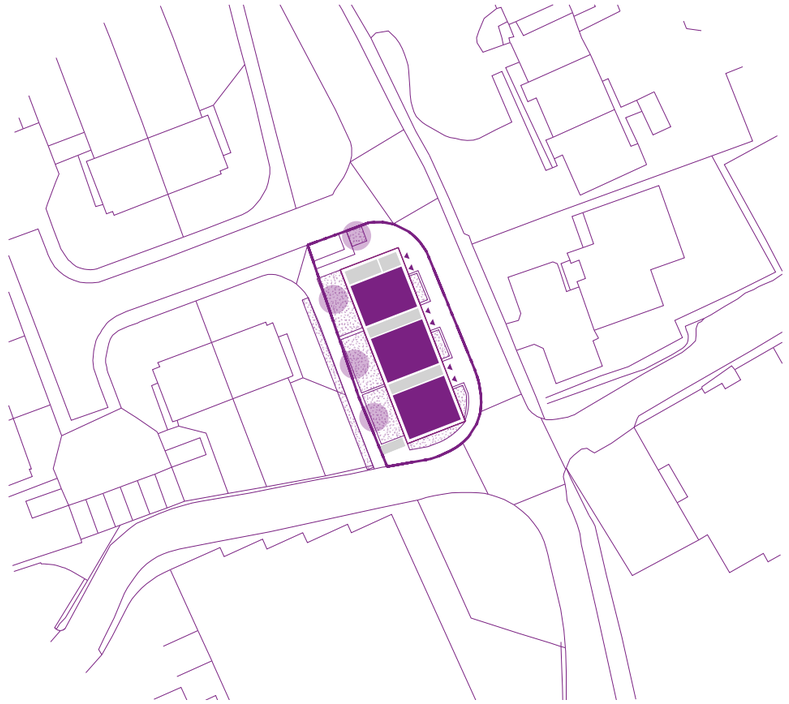
DRAFT

3 Code

3.2.8 Site Type Principles - Open Space Parking

1. Parking should be integrated into the landscape strategy of the site, large areas of hard surfaces will not be accepted

2. Parking could be integrated into large set-backs from the street depending on the site type where existing large green verges exist



Ground Floor Site Plan (example site)

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