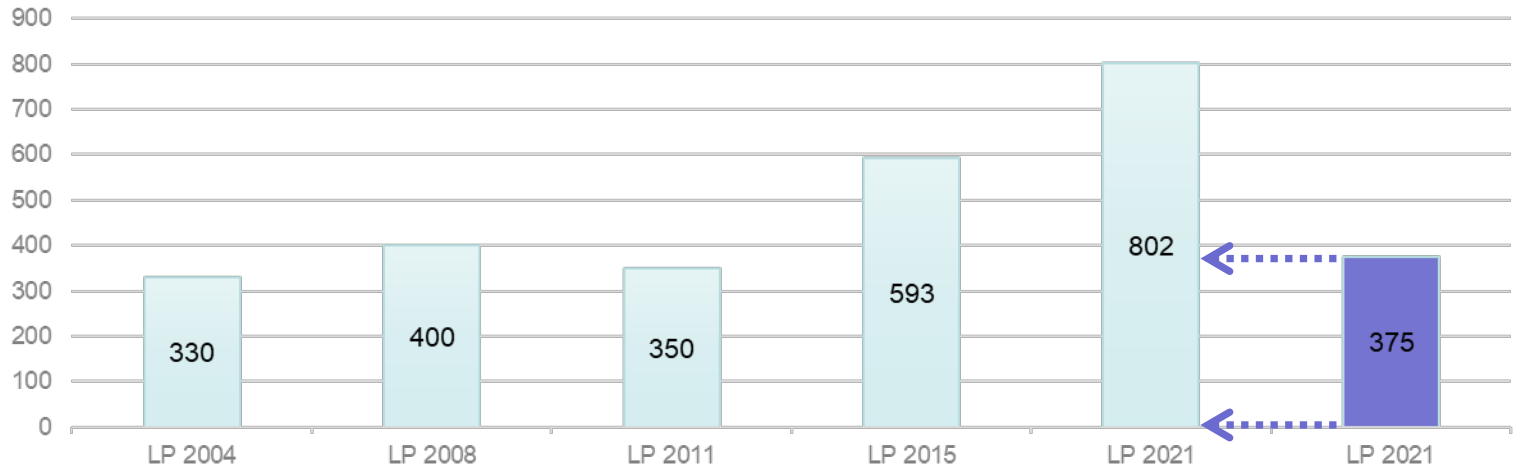
London Borough of Harrow:

Presentation for the Draft Small Sites Design Code Supplementary Planning Document (2022)

Why is the Council bringing forward a Small Sites Design Code SPD?

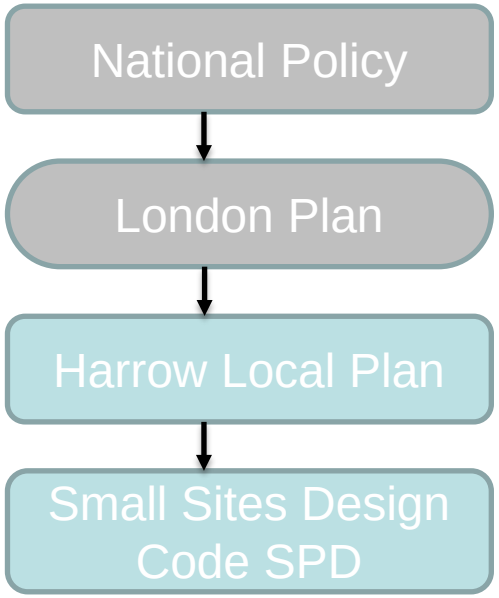
- **National** - National Planning Policy Framework
- **Regional** – London Plan 2021 ('spatial development strategy')
  - Sets the Housing targets for London Boroughs (Harrow – 802 per year).
  - Introduced a specific small sites policy (Policy H2)
  - Provided a specific small sites housing target (Harrow – 375 per year, within overall target)
  - Set out what local planning authorities are required to do to support and increase in housing being delivered from this typology – including design codes
  - To be consistent with requirements of the Development Plan (which the London Plan 2021 forms part of)



Small Sites Design Code SPD

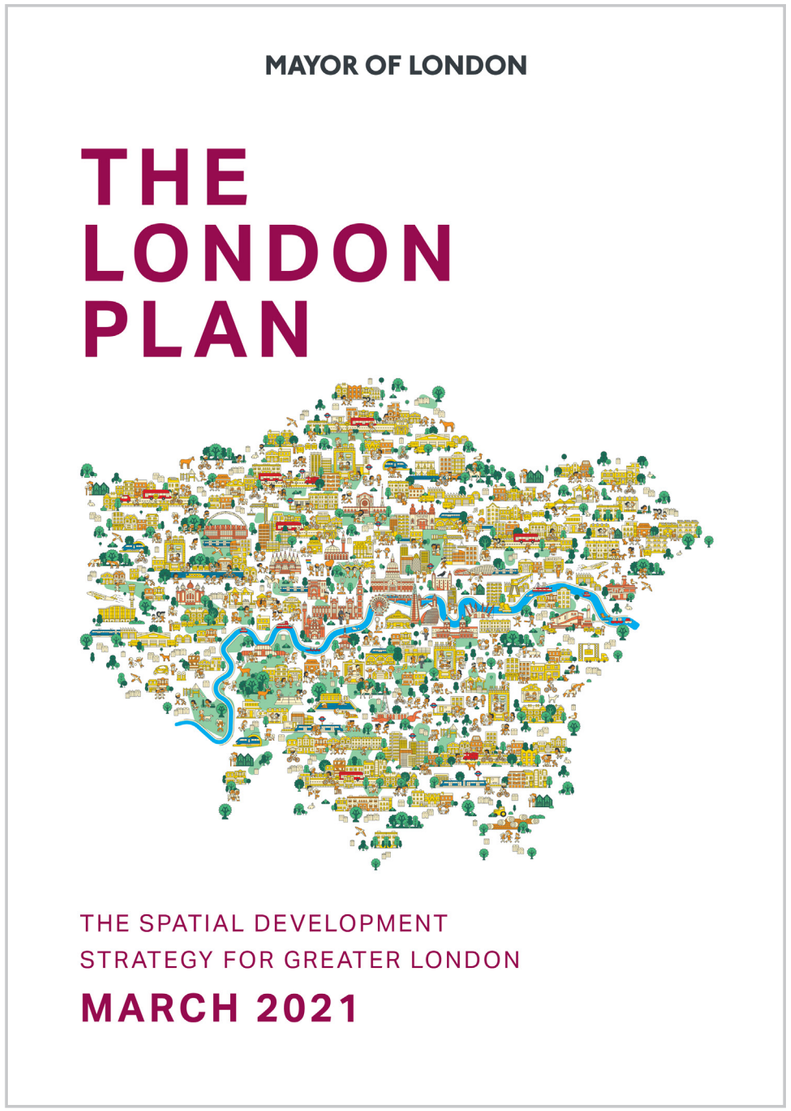
- What is a Supplementary Planning Document?
  - Forms part of the wider local planning framework
  - Provides further detail and guidance to adopted policies
  - An SPD is not (and cannot introduce new) policy

- Small Sites Design Code SPD
  - Will assist in guiding new small site development
  - It is a material consideration in the determination of a planning application
  - Will assist in boosting the delivery of homes being built across the borough (historically circa 250 per year, compared to London Plan target of 375 per year)

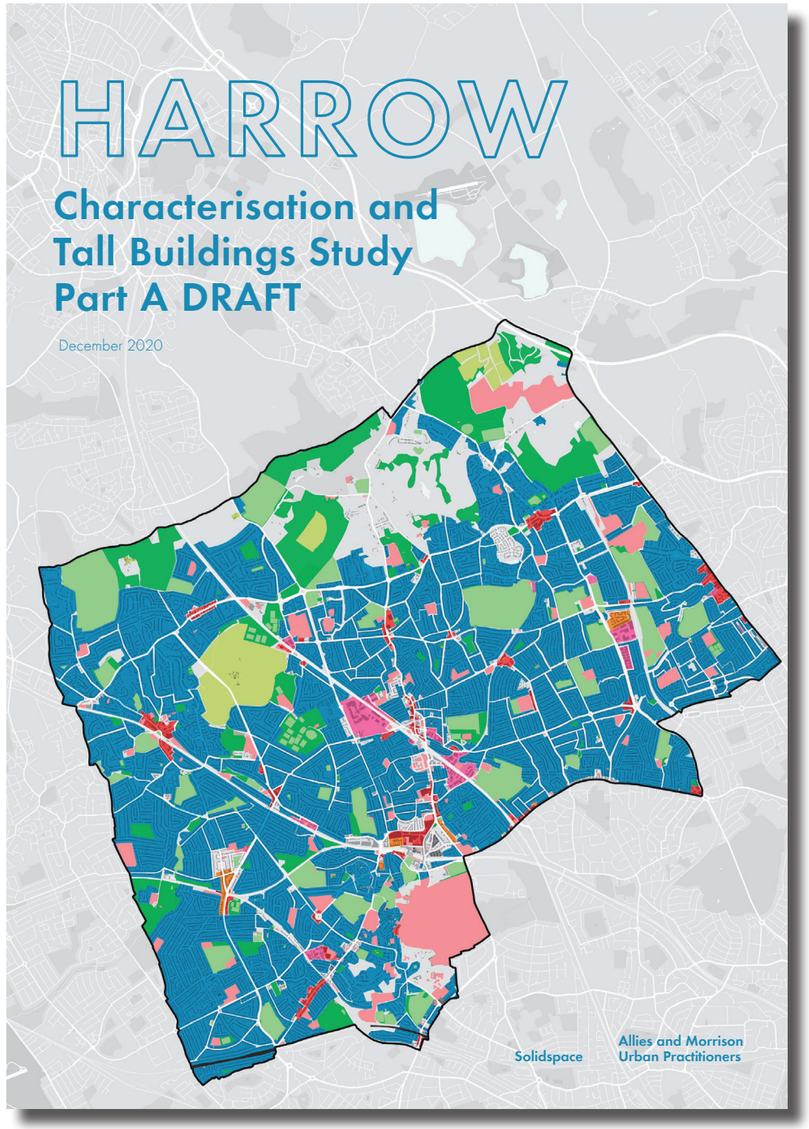


What is the purpose of this document?

A response to the London Plan's emphasis on Small Sites



To build on the work of Allies and Morrison's characterisation Study 2021



To advocate and support high standards of design quality on small sites

How is the document organised?

The MHCLG issued a Model National Design Code with the following structure as a guide. This document follows this.

Coding Process

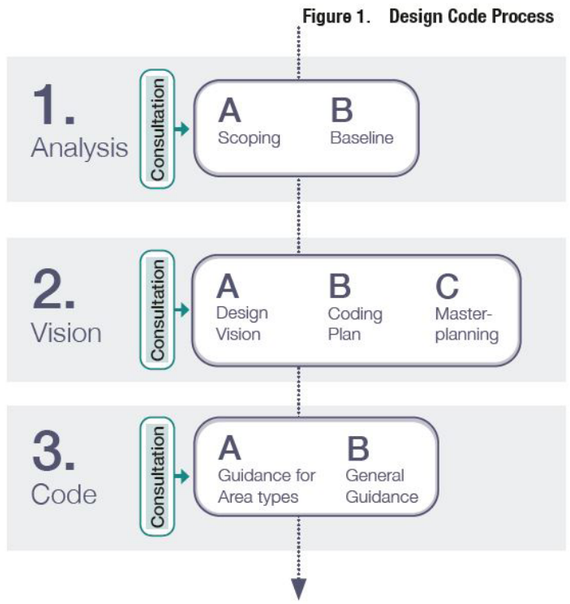
21. The process of preparing a local design code is based on the following seven steps:

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



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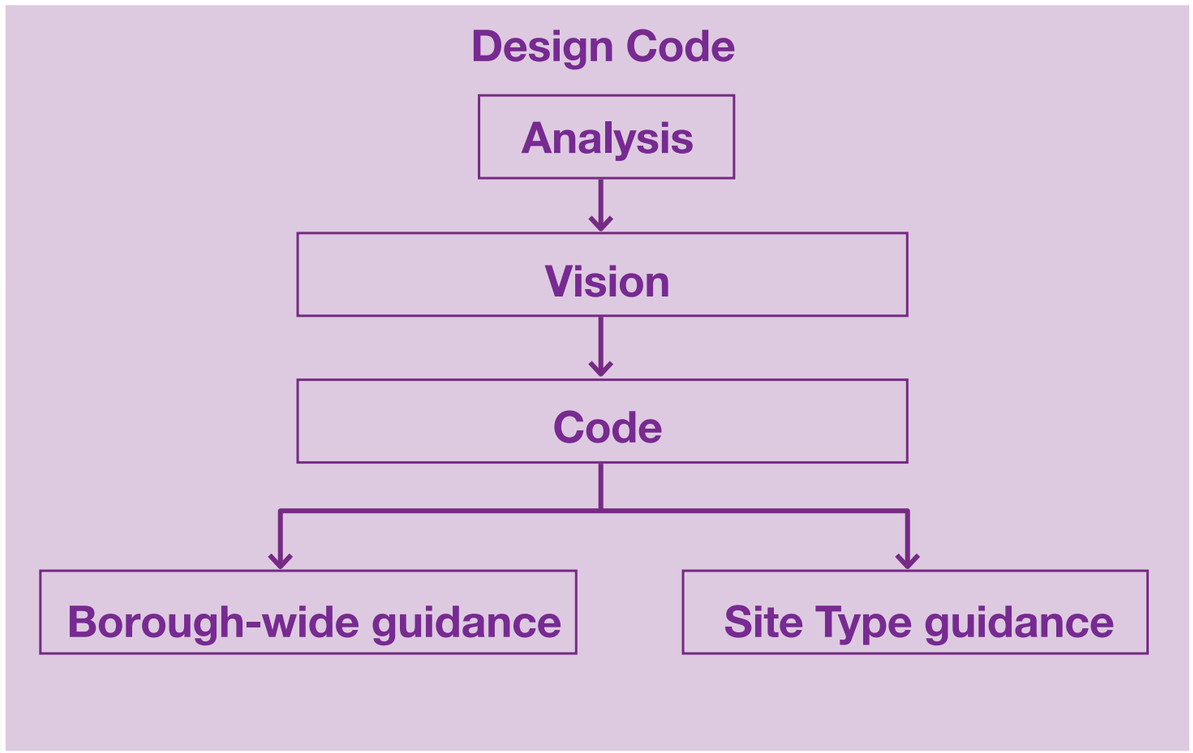
Document structure



How to use the code

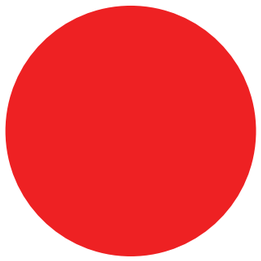
Priority system

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

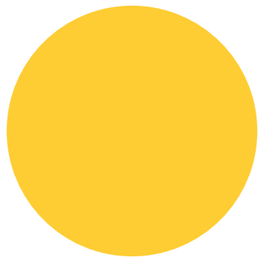
e.g. each ground level dwelling must have some form of defensible space unless on a private road



Priority 2

Strongly encouraged, would demonstrate good quality design

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



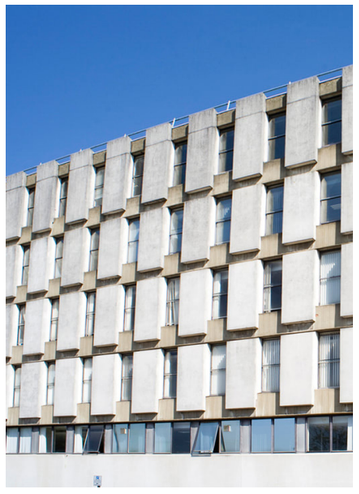
Contents

What is Harrow's character?

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.'

Metroland
As with many parts of Outer London, Harrow transformed dramatically as transport infrastructure improved, namely the 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.

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.

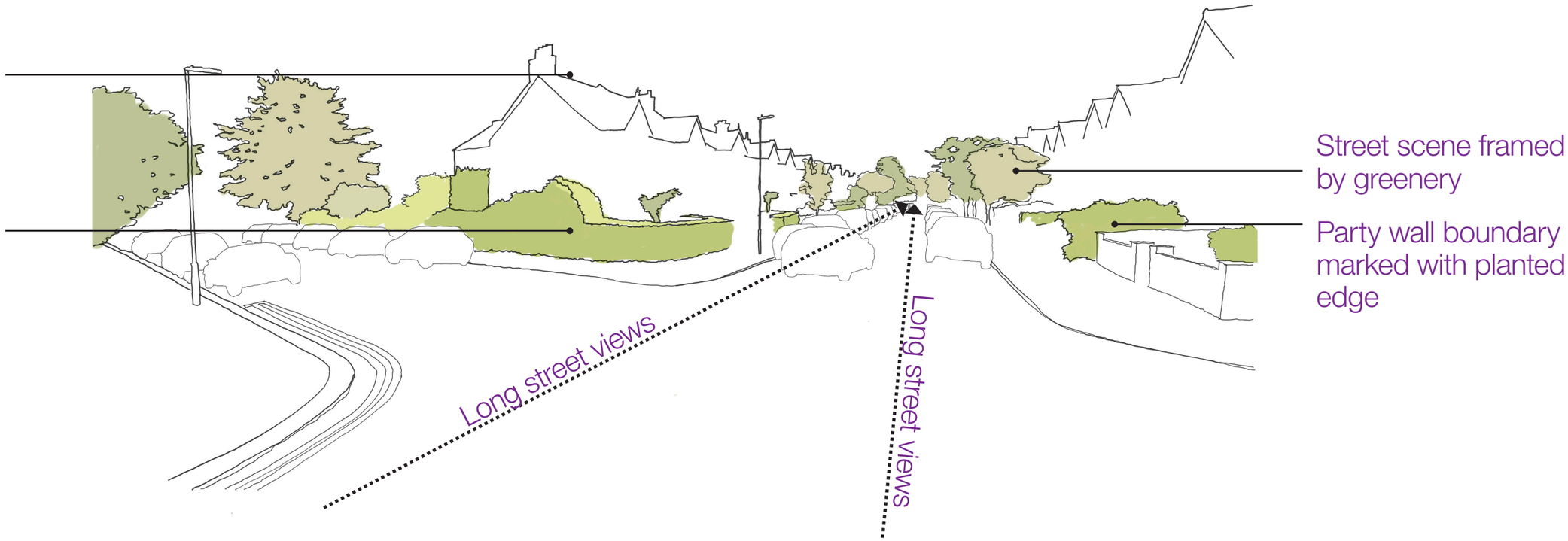


Modern
Generally, modernist buildings in Harrow are more the exception to the general rule of suburbia. The Civic Centre is one example of this along with a number of celebrated underground stations.

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

What is Harrow's character?

Street scene



Defining principles

1 Reference and evolve local character

2 Respond to contemporary needs and standards

3 Make efficient use of land

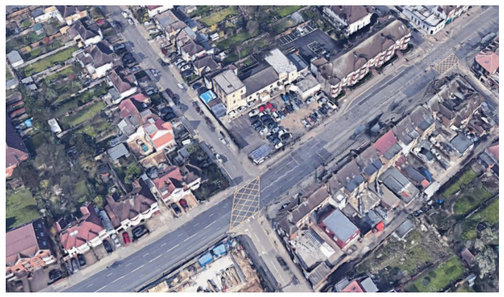
4 Achieve the highest design quality

5 Strengthen Harrow as a place of choice to live

What and where are Harrow's small development sites?

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

Urban Core

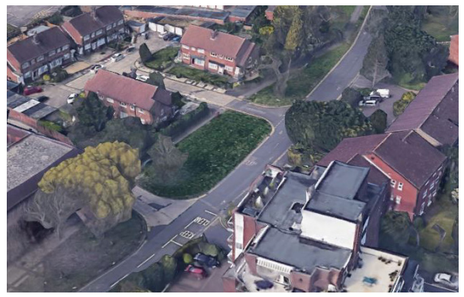


Core areas are identified as either 'Metropolitan Centres' or 'Major Centres' within Harrow's Core Strategy. Development is relatively dense and built up around main roads. Urban Cores include a variety of land uses.

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.

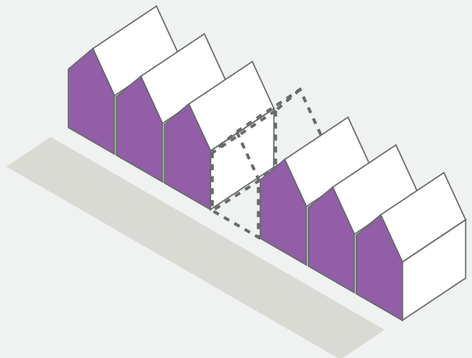
Suburban detached

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.

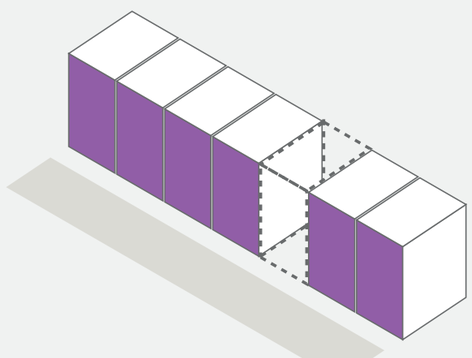
Car Parks

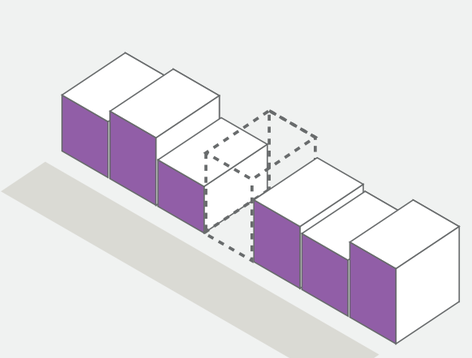
These can take the form of ground-level parking or a multi-storey car park. These tend to be large in scale compared to the surrounding buildings.

3 Code
3.1 Borough-wide principles
3.1.1 Massing

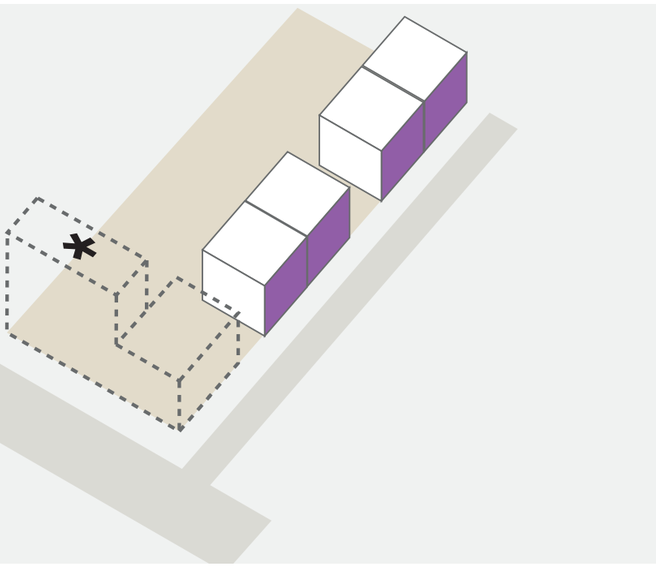


Infill on established terraced, semi-detached and detached parades should reflect the prevailing height.

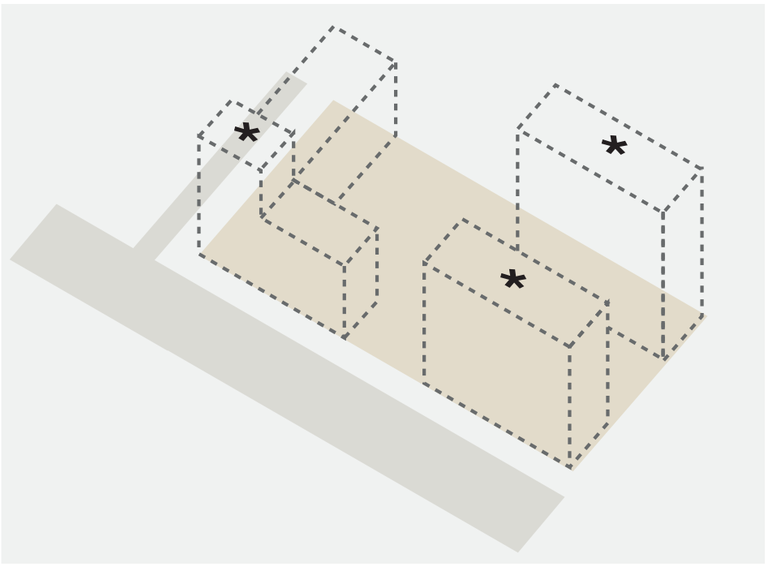




Where parades are more inconsistent in terms of height, a rhythm must be established as part of the street composition



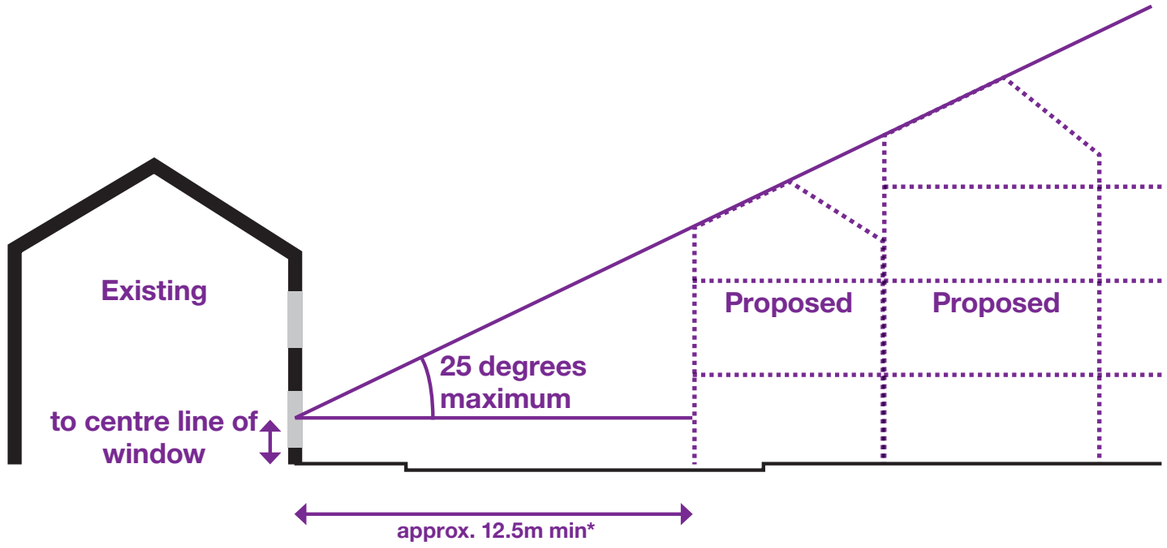
Generally corner sites are an opportunity for increased height, they must respect privacy and avoid overshadowing of neighbouring properties



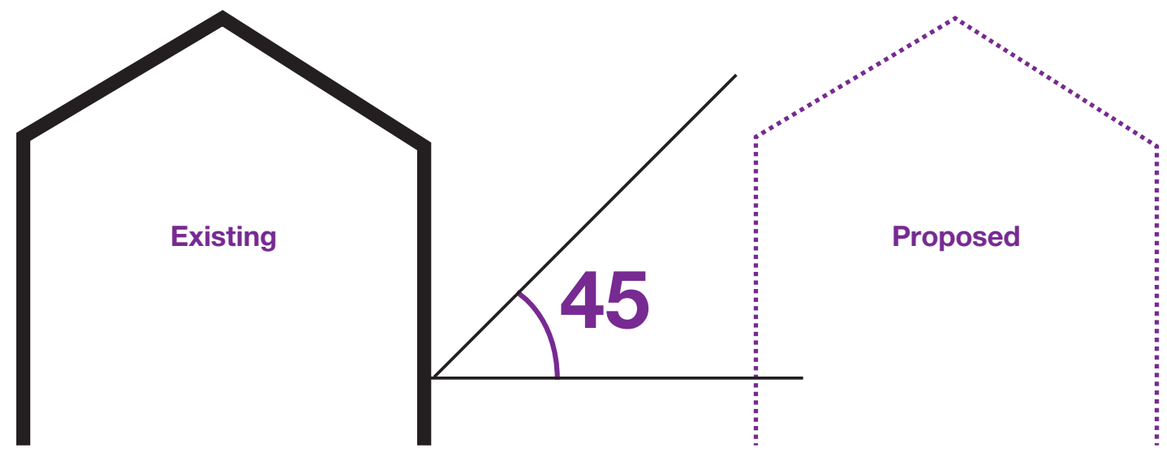
Comprehensive redevelopment sites have the capacity to define their own massing hierarchy and can benefit from increased height towards main routes. In some locations taller massing may be set within a new development as a wayfinding tool or to avoid negatively impacting immediate neighbours.

3 Code
3.1 Borough-wide principles
3.1.1 Massing

For proposed developments, the BRE 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

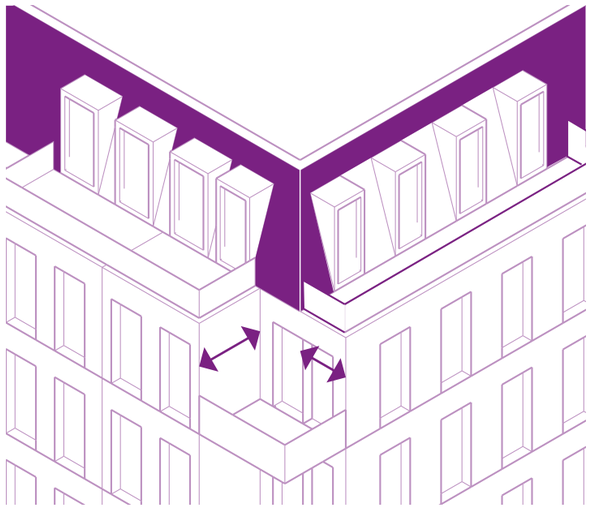


Facing building across a street
***Please note new windows on developments will generally need to be positioned min. 18m from existing (non-obstructed) facing windows**



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

3 Code
3.1 Borough-wide principles
3.1.2 Upper level set-backs, dormers and chimneys



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

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

Align dormers with window position below

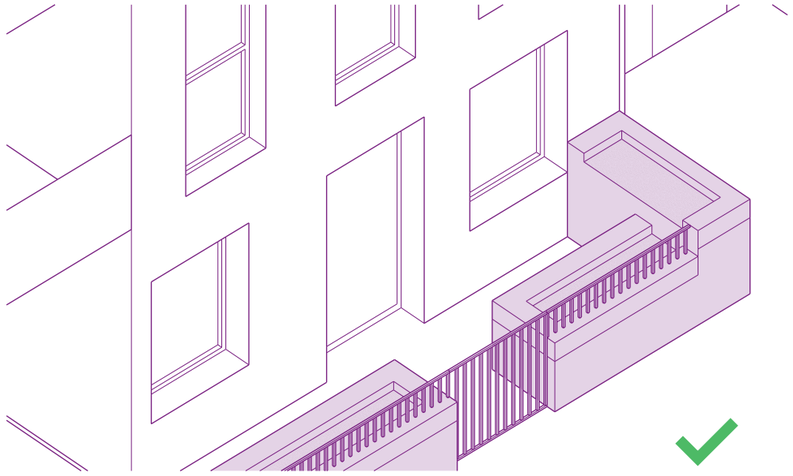
Chimneys can reinforce the idea of the domestic and the individual dwelling. They can also add visual interest and reference the Arts and Crafts movement which influences so much of Harrow's built fabric.

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

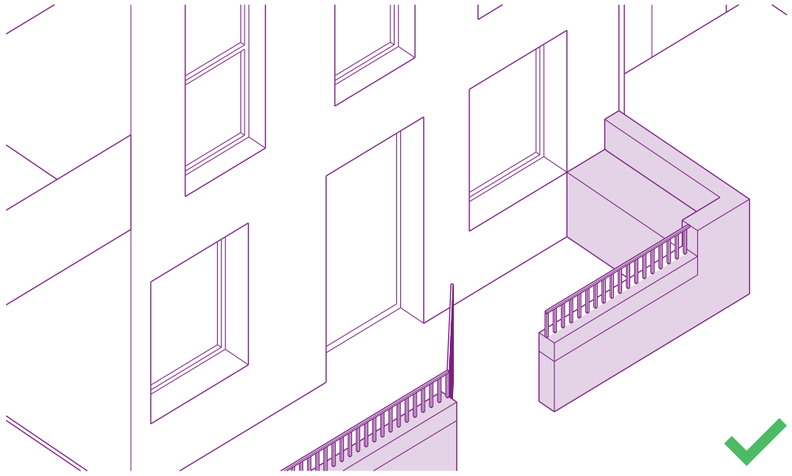
Chimneys can be either decorative or used as service flues for dwellings (2)

3 Code
3.1 Borough-wide Principles
3.1.7 Defensible space

All ground floor dwellings should have defensible space unless dual aspect 🔴



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 🔴

3 Code
3.1 Borough-wide principles
3.1.12 Communal cores

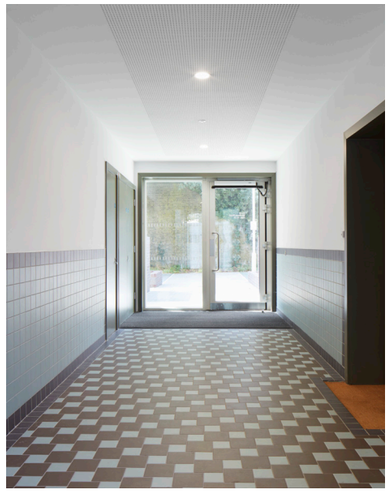
1 Prioritise good levels of natural daylight into communal lobbies

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



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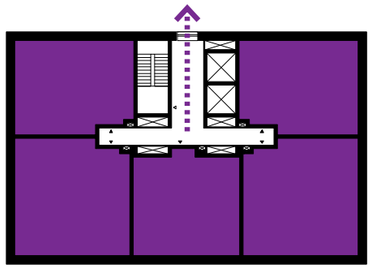
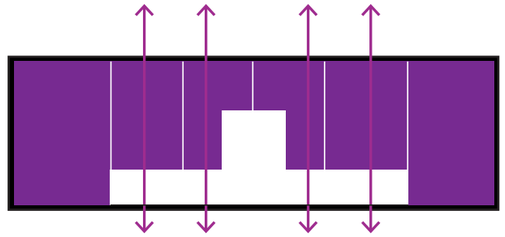
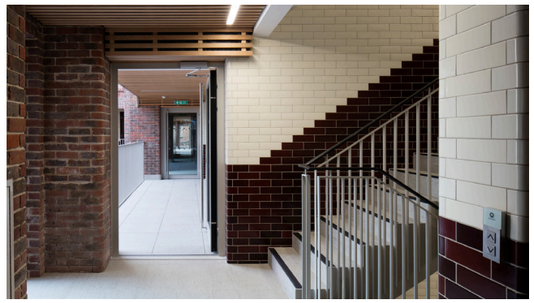




Point Block
Layout should allow natural light to enter

2

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



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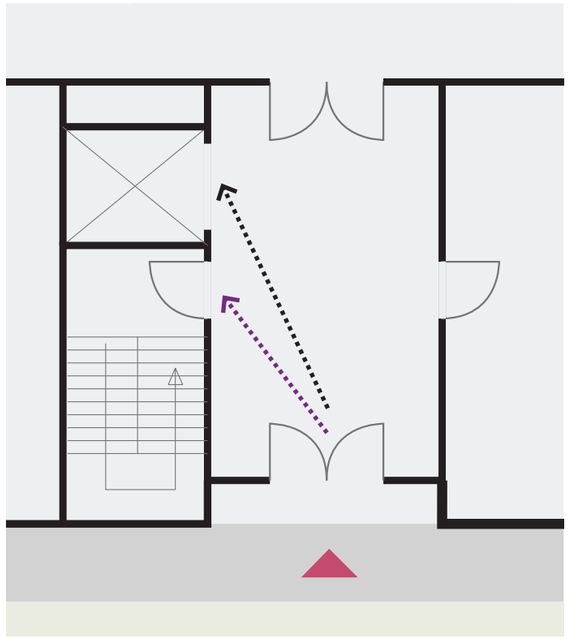

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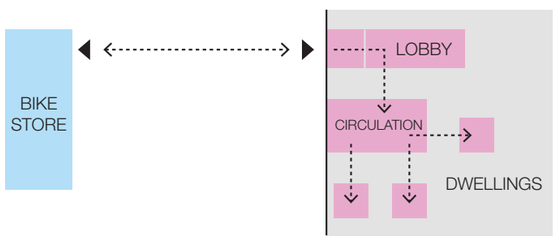
3 Code
3.1 Borough-wide Principles
3.1.14 Cycle storage

This page shows four possible cycle storage arrangements.

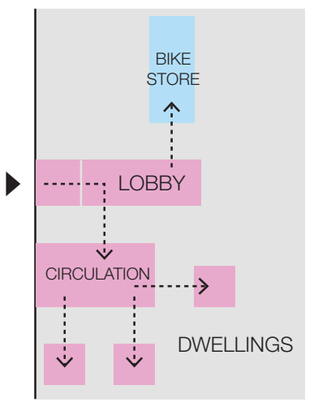
External Store
An enclosed lockable store must be located near to the building. The design and location of this should be carefully considered to sit comfortably and safely in the landscape.

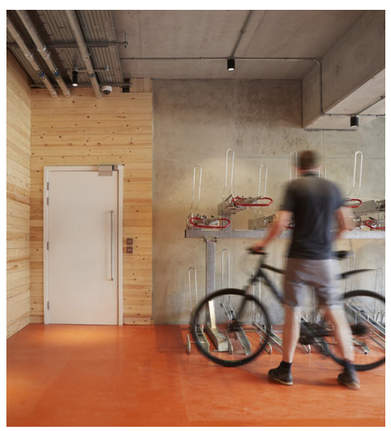
These stores must adhere to the standards set out in Secure by Design ‘Homes’ in terms of lighting, materials and lock specification.

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

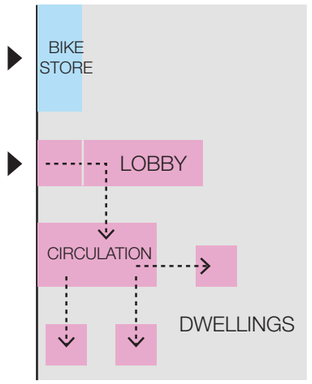


Internal Store, Shared Access
A lockable store may be located within the main building which shares the main access. The entrance lobby will need to be robustly detailed to avoid wear and tear from bike handling.

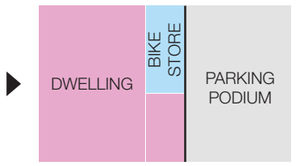




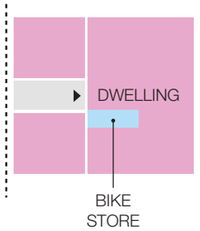
Internal Store, Separate Access
A lockable store may be located as part of the main building with a separate entry.



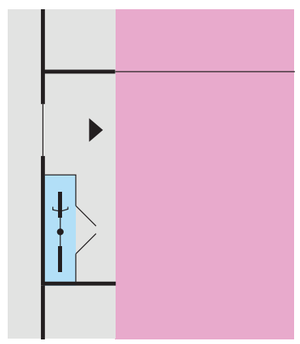
Internal Store, Within Dwelling
Entrances areas within dwellings need to be designed and sized to accommodate dedicated cycle storage within. All communal areas will need to be robustly detailed.



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.



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.

3 Code

3.1 Borough-wide principles

3.1.21 Residential Alterations - Front, rear and side extensions

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.

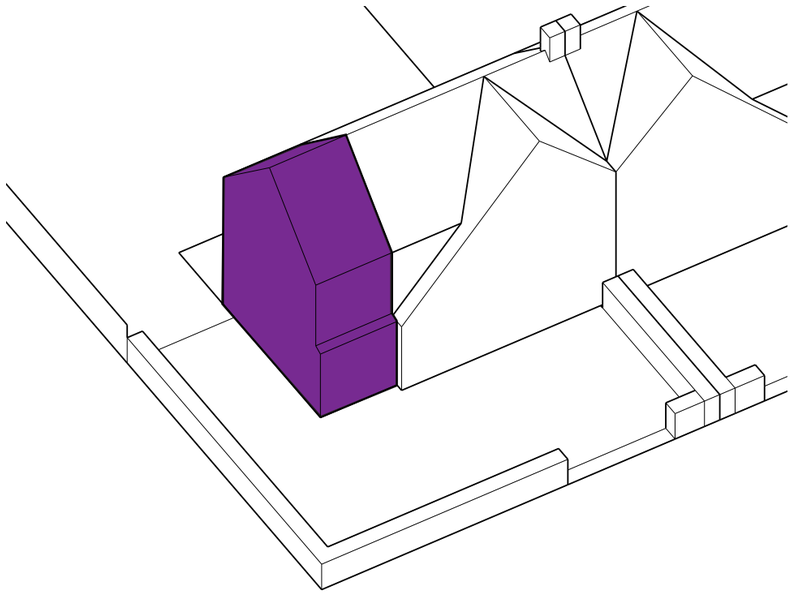
Poorly considered alterations and extensions can impact the privacy of neighbours and can negatively impact the character of an area.

Front extensions are not generally considered acceptable.

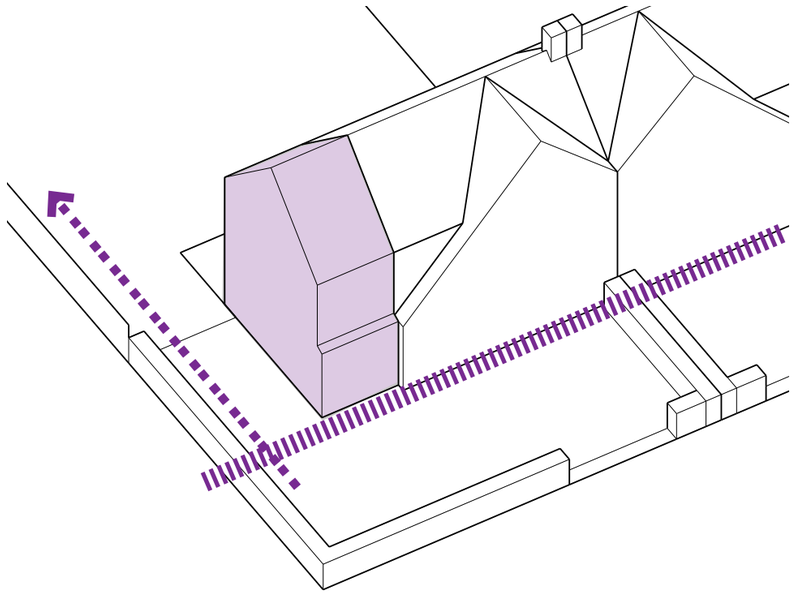
Roof forms are particularly important when it comes to side extensions, generally the extension should reflect the existing roof pitch e.g. hipped, gable, cat slide etc.

Proposals for residential alterations should take into account the following:

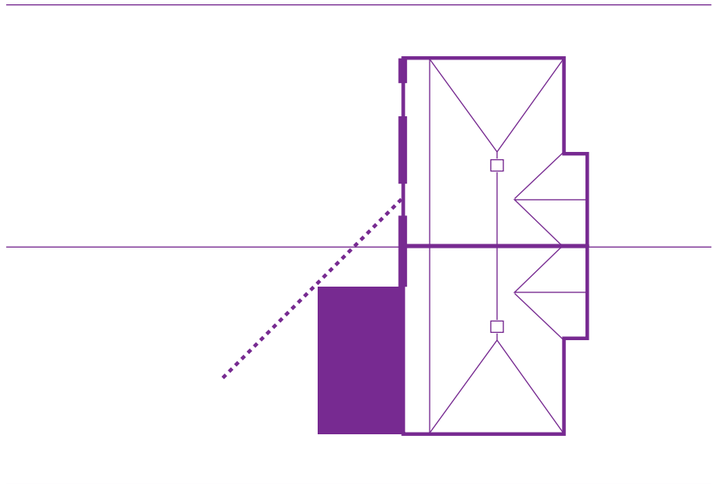
- Scale
- Character of the existing area
- Privacy
- Edges and greening



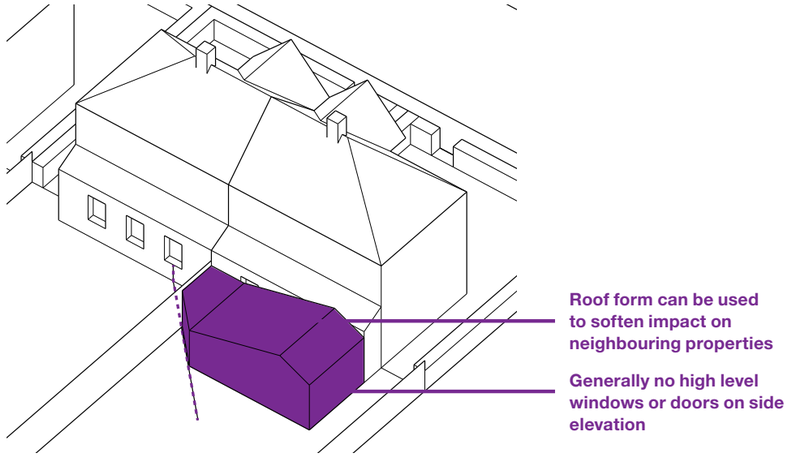
Scale - extensions should generally be subservient in terms of massing to the existing house



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



3 Code

3.1 Borough-wide principles

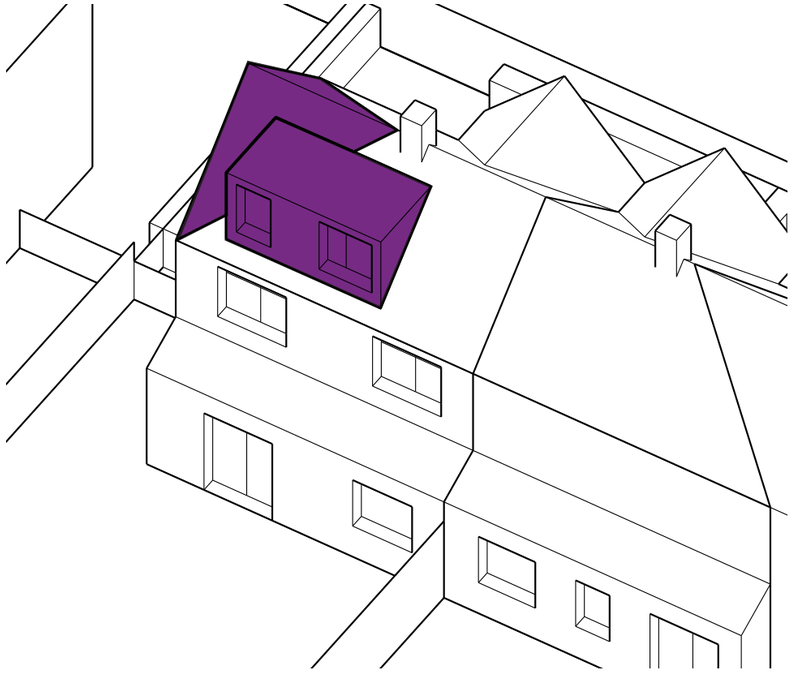
3.1.22 Residential Alterations - Roof extensions

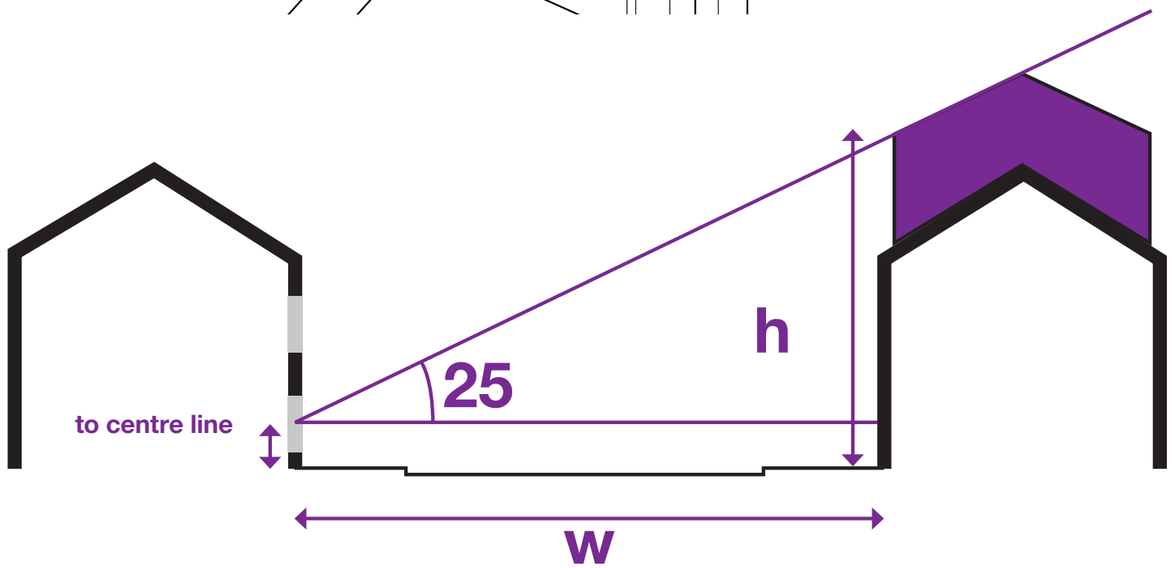
Glazing should only be on the rear face of the dormer/mansard roof extension to avoid direct overlooking of neighbouring properties

Balconies on individual houses are generally not acceptable

Massing of the roof extension should respect the BRE rule of 25 degrees *(ref. BRE 'Site Layout Planning for Daylight and Sunlight: A guide to good practice (2011)'* maximum from the centre point of the ground floor habitable 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.





Facing building across a street

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 slightly from existing front wall and roof subordinate from existing roof where development is up against boundary line

3 Code

3.1 Borough-wide principles

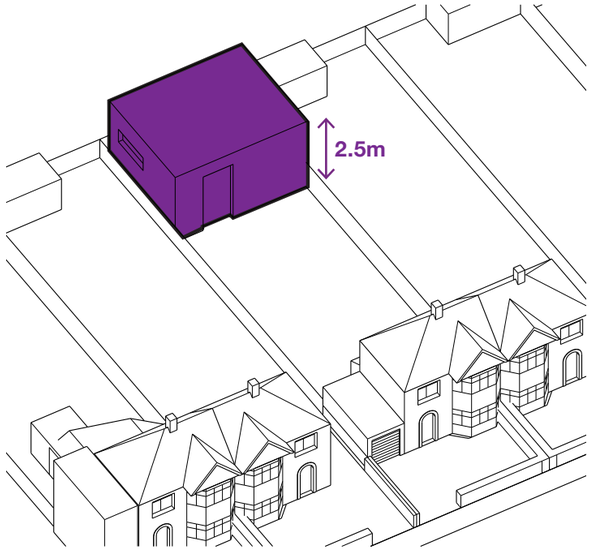
3.1.24 Residential Alterations - Outbuildings and annexes

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

3 Code

3.2.6 Site Type Principles - Infill
Entrances / frontage

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

Where to from here?

- The consultation feedback provided here and through other formal responses is invaluable, and will assist in informing the final Small Sites Design Code SPD.

Please provide your feedback

- Questionnaire online: www.harrow.gov.uk/smallsites
- Email: ldf@harrow.gov.uk

- Consultation closes 7th February 2022
- Thank you for your time and input

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