

BARNSLEY



Local

Development



Framework

Supplementary Planning Document

Designing New Housing Development

Adopted March 2012



Remaking
Barnsley



BARNSLEY
Metropolitan Borough Council

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About this guidance

Planning Policy Statement 1 'Delivering Sustainable Communities' (PPS1) indicates that Development Plan Documents form the framework for making decisions on applications for planning permission. Decisions have to be taken in accordance with the Development Plan unless other material considerations indicate otherwise. Planning Policy Statement 12, 'Local Spatial Planning', (PPS12) advises that a Planning Authority may prepare Supplementary Planning Documents to provide greater detail on the policies in its Development Plan Documents (DPD's) which make up its Local Development Framework (LDF). Supplementary Planning Documents are a 'material consideration' when planning applications are decided.

As required by the Planning and Compulsory Purchase Act 2004 we have prepared a Statement of Community Involvement (SCI) which sets out how we will involve the community in preparing our Local Development Framework and consulting on planning applications. In accordance with the SCI we have involved people who may be interested in this Supplementary Planning Document and asked them for their comments. We have produced a consultation statement which summarises all the comments people made to us and our responses. This is available on request.

1 Introduction

This Document primarily supplements policy CSP 29 Design of the LDF Core Strategy and sets out the principles that will apply to the consideration of planning applications for new housing development, including infill and backland development.

Core Strategy Policy CSP 29 Design reads:

Design Principles:

High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley including:

- **topography, Green Infrastructure Assets, important habitats, woodlands and other natural features.**
- **views and vistas to key buildings, landmarks, skylines and gateways**
- **heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form particularly in and around:**
 - **Barnsley Town Centre**
 - **Penistone and the rural villages to the west of the borough**
 - **within and adjacent to Conservation Areas**

Development should:

- **contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment**
- **help to transform the character of physical environments that have become run down and are lacking in distinctiveness**

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- enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people.
- contribute towards creating attractive, sustainable and successful neighbourhoods
- achieve a Building for Life assessment rating of 'good' or equivalent as a minimum, in developments of 10 or more dwellings.

Further detailed guidance on residential development is provided in the South Yorkshire Residential Design Guide, which has been adopted by the Council as a good practice guide and is available on the Council's website. The Guide includes information requirements, design guidelines and technical requirements. The Guide looks at the design of residential development at three scales: the wider neighbourhood scale, the streets scale and the finer scale of plots, blocks and buildings. The Guide is organised to help support the process of carrying out a Building for Life assessment. It is recommended that the supporting material in any Design and Access Statement is geared to answer the Building for Life assessment questions.

You are advised to discuss your proposal with the Council at an early stage. Formal pre-application discussions can help avoid problems and delays once an application is submitted. Further information, including the Pre-application Advice Protocol and charges for this, is available on the Council's web site.

General Criteria

The Council will assess your proposal against the guidelines set out below. However, if your scheme matches these guidelines it does not necessarily mean that your application will be approved or that you have fulfilled your responsibility to achieve quality development. The guidelines should ensure that development which would have an unacceptable impact will be avoided. However, in some instances higher standards may be required and in other cases standards may be relaxed if there are mitigating circumstances and the development would result in overall benefits to the community and the environment.

2 Relationship with existing dwellings and space between proposed dwellings

The layout and design of new housing development must ensure that high standards of privacy, light and outlook are provided for existing and proposed residents.

Developers in the first instance should consider design led solutions to ensure layouts deliver high standards by avoiding:-

1. close overlooking of the windows in any existing dwelling or its garden from the proposed development.
2. the introduction or intensification of vehicular and pedestrian movements close to an existing dwelling, its garden or its boundary.
3. the overbearing or overshadowing effect of new buildings on an existing dwelling or its garden.

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In order to ensure adequate levels of privacy are provided/ maintained, to ensure residential development does not result in unacceptable levels of overshadowing or loss of outlook and in order to provide adequate amenity space, development will usually be expected to comply with the external spacing standards set out below.

3 External spacing standards

1. Where front elevations face a road the dwellings should be no more than 19 metres apart. The Council will accept a minimum of 12m where the dwellings are of the same storey and it will achieve a streetscape that reflects local character.
2. The minimum back-to-back dimension between facing habitable rooms, (ie any room used or intended to be used for sleeping, cooking, living or eating purposes), should be 21metres. Where the proposed dwelling/s is/are more than two storeys in height (excluding rooms in the roofspace), the separation distance/s should increase by 3 metres for every additional storey.
3. Proposed habitable room windows at first floor level and above should be a minimum of 10m from the boundary of any private garden which they would face and habitable room windows in existing dwellings at first floor level and above should be a minimum of 10m from any proposed private garden which they would face. A reduced distance may be accepted for bungalows provide they meet garden size standards and ensure adequate levels of amenity for occupants in terms of outlook, privacy and daylight.
4. Proposed walls without habitable room windows (usually side elevations) should be at least 12 metres from original habitable room windows. Where the proposed dwelling is more than two storeys in height (excluding rooms in the roofspace), the separation distance should increase by 2m for every additional storey.
5. Rear gardens of proposed dwellings should be at least 50m² in the case of two bedroom houses/bungalows and 60m² for houses/bungalows with three or more bedrooms. Smaller gardens may be acceptable in corner plots if privacy and daylighting can be maintained.
6. Distances between new buildings and existing dwellings may be relaxed depending on a number of factors including site level relationships, (i.e. if at a lower level), existing screening or landscaping between the existing and proposed buildings and location. Each case will be judged on its merits but detailed information must be submitted to demonstrate that adequate levels of amenity would be retained for existing residents and provided for residents of proposed dwellings (e.g. cross sections, sun path diagrams).
7. Shared private space for flats must be a minimum of 50m² plus an additional 10 m² per unit as balcony space or added to shared private space. Where private space cannot be provided balconies must be provided. Balconies must be a minimum of 3 m². The amount of shared private space to be provided will also depend on the quality, quantity and accessibility of local public open space.

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8. Full compliance with standards is expected in predominantly residential areas whereas they may be slightly relaxed in town centre situations/higher density areas.

4 Internal spacing standards

All developments should achieve the internal spacing standards set out in the South Yorkshire Residential Design Guide –Technical Requirements section 4A.2, (p130-131).

5 Character

Development must respect local context, history, built heritage, character and communities, ensuring that proposed developments preserve or enhance local physical, environmental, social, cultural, historical and economic characteristics.

The design of new developments must be based on an appraisal of existing landscape and settlement character. The primary design source for maintaining character should be the character area in which the site is located if this is a positive source.

The design of all new development must be based on an appraisal that identifies any existing positive features within the site and assess the advantages and disadvantages of retaining them.

The design of all new development must be based on an appraisal of the townscape of the site and surrounding area and their relation to topography. All new development should be designed as a considered response to topography and townscape.

The use of standard layouts, plot sizes and building designs which relate poorly to their surroundings and could be anywhere in the country should be avoided. The design of new developments should be specific to their location and should seek to co-ordinate the landscape framework, street pattern, route hierarchy and townscape to create a coherent public realm and open space network.

Innovative design solutions that depart from the local context may be allowed if they are considered to have a positive impact on the character of the area.

A Design and Access Statement should include the above analysis.

Further guidance on character is given in the South Yorkshire Residential Design Guide, for example on pages 62-66.

6 Streets

The design and layout of new residential streets should reflect the principles of Manual for Streets, which are expanded upon in pages 75-82 of the South Yorkshire Residential Design Guide.

Developments should therefore comply with the following:

- The design of all new development must be based on an appraisal of the surrounding street pattern, which identifies the hierarchy of routes and the pattern of movement through the area.

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- The design of the street pattern should form a connected network of streets. There should be enough connections with surrounding streets and neighbourhoods and within new development to create a layout that is walkable, offers direct connections, choice and flexibility.
- Direct pedestrian connections should be provided to local services where possible.
- As far as possible, new streets should be connected at both ends to form a through street. Cul-de-sacs should only be used sparingly, where they are the only appropriate design solution and should be short and straight. Proposals should allow for the future expansion of the movement network to enable future phases of development to be fully integrated.
- All new streets should be defined by the fronts of plots with buildings orientated to face the public highway, space or private street space to create an active frontage. Blank side elevations facing onto streets should be avoided.
- Where the development site abuts an existing public highway, the new development should where possible front the existing street.
- Management and maintenance of the public highway, as well as private street spaces, must be considered from the outset and general principles agreed with the adopting authority at the concept stage.
- By default, development should form perimeter blocks by creating connected streets and maintaining well defined frontages. The design of blocks should not be uniform but should reflect the character of the different surrounding streets that make up the block.
- The character of new streets should not be uniform but should vary as part of a hierarchy, depending on their location in order to integrate development into the locality, to retain local distinctiveness and create vibrant, legible and memorable places. Longer streets with continuity of elements tend to have a stronger sense of integration whereas short blocks, arbitrary curves and the lack of a continuous building line create a greater sense of fragmentation and can be disorientating.
- Street spaces should have an appropriate sense of spatial enclosure suitable to their location and role. Height to width ratios of between 1:2 and 1:4 provide good spatial enclosure. Ratios of less than 1:4 will usually need street trees to create an adequate sense of enclosure. Higher ratios (e.g. 1:1) may be appropriate in central urban areas with higher buildings and proportionately wider streets.
- Streets should have a clear definition between the public and private realms. External private space between the frontage line and building, such as front gardens or shared private gardens, is best if defined by a physical boundary or 'means of enclosure'.
- All streets should be designed to achieve the appropriate vehicular speeds:
 - No more than 20mph where principally serving residential areas
 - No more than 15mph for shared space streets where segregation between motor vehicles and other road users is reduced
 - Higher design speeds of up to 30mph may be appropriate on existing routes within built up areas, on bus routes and on larger developments where the extent of 20mph streets would exceed around 1km but proposals for design speeds exceeding 20-mph will be determined on a case by case basis.
- We expect residential developments to incorporate access for buses where reasonable and practical.

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Developments will be expected to meet the technical requirements relating to street and parking geometry contained in the South Yorkshire Residential Design Guide, in Annex 4B (p133-154).

7 Design of residential parking and garages

Developments will be expected to meet the standards for parking design set out in the South Yorkshire Residential Design Guide considering cycle, motorcycle and car parking as an integral part of the design of residential development. Particular attention should be given to sections S2.5 On-street parking (p102) and B1.6 Off-street parking (p116-117). Developments will also be expected to meet the technical requirements set out in annex 4B Street and parking geometry (p133-154).

8 Front gardens

The area between dwellings and the highway provides one of the best opportunities for enhancing the appearance of a housing development. Careful attention to matters such as paved surfaces rather than tarmac, tree and shrub planting, and the erection of walls and railings can have a major impact. The use of a physical boundary or 'means of enclosure' helps to define the extent of private space which has been shown to help with crime prevention and helps to reduce the visual impact of any off-street, front of dwelling, parking. Where front garden physical boundaries exist in neighbouring areas these should continue to be used in new development. In order to reduce opportunities for crime it is appropriate for front gardens to be overlooked by other dwellings.

9 Landscape design

Careful attention must be given at any early stage to the design of a comprehensive landscape scheme. The scheme should be designed to help the development fit into its surroundings and soften its visual impact. The planting of trees, hedges and shrubs in prominent locations will improve the appearance and saleability of a site and may in time prove ecologically valuable.

A landscaping scheme should be submitted with your planning application. The benefits of employing a qualified Landscape Architect cannot be overstated. Generally the Council will not require a landscaping scheme for a single dwelling.

Trees: The development should achieve an overall tree planting based on an average of one tree per plot. While smaller 'garden' trees such as Rowan and Cherry can be attractive, larger trees should also be provided (e.g. Oak, Beech and Chestnut). Planting will usually be most advantageous on prominent site frontages, to the front of individual houses and on the edge of open space and open countryside.

Shrubs: Tree planting will be most successful when underplanted with shrubs and/or ground cover. This helps protect the tree from vandalism and accidental damage until it is established. Careful shrub planting can also form an attractive feature in itself.

Hedges: Hedges are an attractive alternative to walls, fences and open plan frontages. Prickly hedges such as hawthorn can also provide a deterrent to burglars.

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Where trees are proposed in the street, they should reflect the technical guidance on pages 170-182 of the South Yorkshire Residential Design Guide.

10 Walls and fences

The type of fencing or walls around back gardens will generally be the choice of future residents. However, higher quality boundary treatments will usually be required where they are visible from public vantage points. This is particularly so for front and side boundaries, which will be clearly visible from the street. Where residential development is proposed adjacent to Listed Buildings, in or adjacent to Conservation Areas or in other areas where the local vernacular is dominated by natural materials, it will usually be necessary to use natural materials on prominent boundaries. We will encourage the use of green walls within developments.

Any retaining wall over 1.5 metres high would normally need approval under the South Yorkshire Act 1980. Retaining walls supporting buildings and structures will normally require Building Regulation Consent. For further information you should contact the Building Control Section on 01226-772678.

Retaining walls supporting the highway are usually adopted and have to be approved and inspected by the highway authority. There is also provision in the Highways Act 1980, section 167 for powers relating to retaining walls near streets.

11 Existing trees and hedgerows and other features of ecological value

If there are mature trees or hedgerows on your site the Council will expect them to be incorporated into the design and layout of the development, and retained, wherever possible, for their visual and ecological value. Similarly where existing hedgerows have become patchy or overgrown they should be restored as part of new developments wherever possible. For further advice refer to the SPD Trees and Hedgerows.

Other features of ecological value (including watercourses and ponds) should also be retained, wherever possible, and incorporated into the development.

New planting should use a variety of native species, incorporating food sources for wildlife. Other attractive landscape features could also be included such as wildlife ponds and wildflower meadows. Greenspace should be designed to be linked by green corridors to allow wildlife corridors, which could also incorporate cycle and pedestrian routes.

Any development proposals within 8 metres of the top of the bank of any main river, as designated by DEFRA, will require the formal consent of the Environment Agency under the terms of the Water Resourced Act 1991.

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12 Public rights of way

It is important that you check whether any public rights of way cross the site. Most public paths are shown on the Definitive Map. However, if a path or track is not shown on the Definitive Map, but exists on the ground and has been used for many years, it may also be a public path and should be treated as such.

Existing rights of way should be incorporated into the site design. Paths should, where possible, be on convenient and attractive routes through landscaped, or open space areas and away from vehicular traffic. Shady alleys between high fences, particularly at the rear of private gardens should be avoided.

It is important that public rights of way are direct, safe, lit and DDA compliant to ensure that people are not discouraged from using public transport due to access to the bus stop and railway station. It is essential where applicable that development is designed to integrate into the existing PROW network to encourage sustainable travel behaviour.

13 Drainage and flood risk

New residential development will be expected to comply with Core Strategy policies CSP 3 and CSP 4, which relate to flood risk. Drainage and flood risk issues should therefore be considered at the outset as they will have an impact on the design and layout of residential schemes. In many cases it will be possible to include sustainable drainage systems as part of wider Green Infrastructure provision but early discussions will be essential to ensure that the design meets the requirements of the various parties involved in drainage matters (e.g. The Council's Highways & Engineering Service, Yorkshire Water and the Environment Agency). Detailed technical drainage guidance can also be found on pages 155-161 of the South Yorkshire Residential Design Guide. All sustainable drainage systems should incorporate features for wildlife where appropriate.

14 Recycling/waste provision

All new development must be designed to accommodate the waste and recycling regimes in force. Bins should not be visible from within the public realm and shared private space when stored. Communal bin storage areas should be in robust materials that will withstand vandalism.

15 Obscure glazing

A simple rule that needs to be applied is that if a site can only be developed by introducing unusual design features then it probably should not be developed in the first place.

It is often argued that overlooking can be overcome by using obscure glazing, borrowed light or high level windows. If such solutions are proposed this can only apply to non habitable rooms such as landings or to secondary windows in a habitable room. For the amenity of future occupiers it is not reasonable to create habitable rooms that have no outlook. Furthermore, in the summer occupiers will want to open windows and this is more sustainable than mechanical ventilation.

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16 Signage and street furniture

As far as possible use the overall design of the street to make it obvious how the space should be used in order to avoid unnecessary signage. Use signage only to fulfil legal requirements and provide essential information not obvious from other sources. As far as possible attach signs to walls and buildings.

Specify simple, high quality street furniture and signage that is appropriate to the character of the area. Street furniture as well as buildings should share characteristics with the locality in order to maintain character. Traditional materials are more likely to be more suited to rural locations and contemporary styles more suited to central areas.

Further guidance on signage and street furniture is provided in the South Yorkshire Residential Design Guide on pages 187 & 188.

17 Technical requirements

The South Yorkshire Residential Design Guide provides further guidance on technical requirements including those on: highway structures (p162-163), street lighting (p165-166), public utilities (p167-170), (surface) materials (p184-186), adoption of highways (p189-193), construction waste (p194) and management (p95). Highways Development Control will refer to this section in checking through detailed proposals, which will normally be the subject of planning conditions.

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18 Removal of permitted development rights

Residential developments are often designed to maximise density and make the most efficient use of land. In such circumstances the separation distances between buildings are close to the minimum recommended such that future extensions, insertion of windows, additional outbuildings etc could be highly detrimental to nearby occupiers. Where this would be the case, normal permitted development rights may be taken away so that the impact of such matters can be assessed.

19 Specific Types of Housing Development

Infill development

As well as the general criteria, including the external spacing standards, infill development should aim to comply with the following:

- Dwellings should be orientated to have a frontage to the existing public highway. Sides and backs and garages should be sensitively located so the frontage of the new development integrates with the existing street scene
- The space between the proposed dwelling and adjacent dwellings should reflect the prevailing character of the street.
- The siting of the dwelling should reflect the building line of the dwellings on the same side of the street.
- The eaves and ridge heights of dwellings should usually be comparable with the heights of adjacent dwellings.
- Parking provision should be accommodated in a similar manner to how it is accommodated elsewhere on the street (e.g. if existing dwellings are set forward on their plots with parking at the side, the proposed dwelling should not be set back with parking at the front).
- Architectural features, fenestration and materials should reflect the positive elements elsewhere on the street.
- Infill development should not be piecemeal so as to prejudice potential comprehensive development of a larger area of land.
- Landscaped features such as trees, particularly those prominent in the street scene, should be retained and provided with sufficient space for future growth.

Backland development

As well as the general criteria, including the external spacing standards, backland development should aim to comply with the following:

- Tandem development, with one dwelling directly in front or behind another sharing the same access, will almost always be resisted.
- Piecemeal development, which could prejudice the potential comprehensive development of a larger area of land, should be avoided.

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- Backland development is most effective where it includes a number of dwellings served by an adopted highway, which is capable of being used by refuse and other servicing vehicles. Long, narrow private drives (typically in excess of 30m), which would result in excessive 'man carry distances' should be avoided.
- Backland development may be more acceptable in circumstances where there is an existing use at the rear of dwellings and where residential development would benefit the amenity of existing residents and the character and appearance of the locality.

Corner sites

Corner sites can be particularly difficult to design sensitively and, as well as the general criteria, they should usually comply with the criteria relating to infill and backland development. In addition, the following matters should be considered:

- Two dwellings set at right angles can be wasteful in terms of site coverage and also create rear gardens that are overlooked and should be avoided.
- If a pair of semis is set at 45 degrees to the road frontages this can result in triangular rear gardens providing inadequate private amenity space and awkward parking areas on the frontage. This should be avoided.
- If a single aspect dwelling is proposed one frontage invariably ends up with a blank side wall and a long fence or wall facing the highway. This can be softened by introducing some side aspect windows and setting the wall or fence back behind a planted verge. A dwelling that is specifically designed to occupy a corner plot with two active frontages is therefore likely to be the best solution.

Conversions of buildings to residential accommodation

Conversion of buildings to dwellings, flats or houses in multiple occupation (HMOs) will be allowed where the following criteria are satisfied:

- The building and curtilage are of sufficient size to provide suitable facilities for residents.
 - In the case of dwellings and HMOs, the garden sizes and external separation distances should reflect the requirements set out in the general criteria and meet internal spacing standards.
 - In all cases, internal spacing standards should meet the requirements set out in the general criteria
- There will be no unacceptable noise nuisance for either existing neighbouring residents or occupants of the proposed residential unit(s)
- Satisfactory provision is made for off-street car parking in accordance with the Council's standards or, exceptionally the development is considered unlikely to give rise to unacceptable conditions of congestion or safety on the adjoining public highway(s) by reason of inadequate off street car parking
- The appearance of the building or its curtilage would not be altered to the detriment of the visual amenities of the area.

If you need help understanding this document please contact us on 01226 772606

Nëse j'u nevojitet ndihmë për të kuptuar këtë dokument, j'u lutemi n'a kontaktoni.

若您需要幫助來理解本檔，請與我們聯繫。

यदि आप को इस दस्तावेज़ को समझने के लिए सहायता की आवश्यकता है तो कृपया हम से संपर्क करें

Jeżeli potrzebujesz pomocy w zrozumieniu tego dokumentu skontaktuj się z nami

ਜੇਕਰ ਇਸ ਦਸਤਾਵੇਜ਼ ਨੂੰ ਸਮਝਣ ਲਈ ਤੁਹਾਨੂੰ ਮਦਦ ਦੀ ਲੋੜ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ

Обратитесь к нам, если для того, чтобы понять этот документ, вам нужна помощь

اگر آپ کو اس دستاویز کو سمجھنے کیلئے مدد کی ضرورت ہے تو براہ کرم ہم سے رابطہ کریں

