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## Spacing Guidance for New Housing Layouts

Wyre Borough  
Council

Supplementary  
Planning  
Guidance

Adopted for  
Development Control  
Purposes  
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# **SPACING GUIDANCE FOR NEW HOUSING LAYOUTS**

## **1. INTRODUCTION**

- 1.1 The purpose of this guidance is to provide applicants with the Council's advice regarding space about buildings in the layout of residential development. It is important that developments are well integrated with their surroundings and provide a good standard of amenity for occupiers, whilst safeguarding the amenity of existing residents, as advised by Central Government in Planning Policy Guidance Note 3: Housing (PPG3).
- 1.2 Planning applications for residential development will be assessed in accordance with the Development Plan and on their merits. However, those which do not meet the guidance contained in this note may be viewed unfavourably. Where appropriate, this Guidance Note should be read in conjunction with the Council's Supplementary Planning Guidance Note 5 'House Extensions'.

## **2. LAYOUTS**

- 2.1 The development should meet the suggested minimum spacing guidance of the Council. In general the density of sites will be determined by the capacity of the individual site to accommodate development which provides for adequate privacy and amenity. The Council has no set density standard which it prescribes, but within existing residential areas proposals should have regard to the density of surrounding properties.
- 2.2 Developers should take account of existing features on the site, both natural and man-made and endeavour to incorporate these into the layout of the development.
- 2.3 In addition to design, and other practical considerations, developers should have regard to security in preparing a layout. A mixture of house types will provide for natural surveillance as well as enhancing

the visual and residential amenity of the site.

- 2.4 Redevelopment of small sites and large single plots within established residential areas will need to ensure that the character and amenity of the area is not impaired. Adequate space should be maintained between existing and new development which should be sited so as to minimise loss of amenity to adjoining residents.
- 2.5 The development of back gardens may be acceptable in principle, in line with PPG3, provided a proper means of access and adequate parking provision can be obtained and the development respects the character of the surrounding area. It will not necessarily be sufficient for proposals to meet the spacing guidance specified below, where this would result in a much denser layout than in the surrounding area. The proposal should not conflict with the advice contained in this guidance note. Tandem development, consisting of one house immediately behind another, sharing the same access, is generally unsatisfactory.

## **3. SPACING GUIDANCE**

- 3.1 To safeguard residential amenity and to avoid physical dominance, the following spacing guidance will normally be applied to dwellings.

### **Spacing Guidance**

- (i) Front elevations should be a minimum 21 metres apart.
- (ii) Rear elevations should be a minimum 21 metres apart.

NOTE: In cases of special design or awkwardly shaped sites, especially where overlooking is avoided, some reduction may be acceptable in this separation distance, provided this does not conflict with other spacing guidance.

- (iii) Single storey side elevations should

be a minimum of 1 metre from a boundary which abuts the rear boundary of another property.

- (iv) A two-storey side elevation of a property should be a minimum of 3 metres from a boundary which abuts the rear boundary of another property.
- (v) A rear elevation facing a side elevation should be a minimum of 12 metres apart. However, in cases of 2 storey development, this should be a minimum of 13 metres.
- (vi) A front elevation facing a side elevation should be a minimum of 12 metres apart. However, in cases of 2 storey development, this should be a minimum of 13 metres.
- (vii) The minimum separation distance between side elevations should be 2 metres (1 metre either side of the party boundary).
- (viii) On roads with footpaths the minimum distance from the front building line to the boundary should be 5 metres, unless the form of housing layout justifies a reduction.
- (ix) On accessways the minimum distance from the front building line to the boundary can be reduced to 4 metres, provided space to draw vehicles off the highway is safeguarded.

NOTE: In the case of 'housing squares', different stipulations apply because of the provision of communal parking. (Further advice is available in Design Bulletin 32, Residential Road and Footpaths (HMSO 1992)).

- (x) On roads with footpaths the minimum distance from the side building line to the boundary should be 3 metres.
- (xi) The minimum distance between the rear elevation and rear boundary

should be 10.5 metres.

- (xii) The minimum distance between the main elevation and the boundary with an adjacent dwelling should be 10.5 metres.
- (xiii) Careful consideration will be given to the effect on adjoining dwellings of a development of housing which is larger than normal in size and mass, or which has living accommodation above ground floor level. In such cases greater spacing guidance will normally be expected. Similarly, residential development of 3 storeys or more should ensure a minimum rear to rear distance of 30m. Where the depth of the side elevation is substantially larger than that of a standard dwelling developers should ensure a minimum 18 metres between the side elevation of the proposal and the rear elevation of existing dwellings.

3.2 Generally, new development should take account of the building line and frontage of existing adjacent properties.

3.3 Obscure glazing or screening should be provided in cases where windows are positioned close to site boundaries.

#### **4. PARKING GUIDANCE**

4.1 Parking should be provided in accordance with the principles established in PPG13 'Transport' through negotiation with the Council and having regard, where appropriate, to the Lancashire County Council's Parking Policy Guidance and Provision Levels as a basis for detailed discussion.

4.2 Notwithstanding the guidance of PPG13, proposals will need to ensure that sufficient car parking is provided to allow vehicles generated to be safely and conveniently parked. Unless otherwise justified, the following parking guidance will be applied

to dwellings, subject to Policy TR6 of the Local Plan:

- (i) for detached and semi-detached dwellings 2 off-street parking spaces should be provided, one of which should be positioned behind the building line;
- (ii) for a dwelling without a drive, 2 conveniently sited off-street parking spaces should be provided;
- (iii) one bedroomed developments should have one parking space per dwelling for residents, with one additional space for every 2 dwellings for visits, and
- (iv) no more than 5 dwellings should be shared by an access drive.

#### **Housing Squares and Flats**

- 4.3 For housing squares with parking provided to the front of the dwelling, a reduction in the parking provisions is acceptable to 1.5 spaces per dwelling.
- 4.4 Grouped garages and hardstandings should be sited adjacent to the entrance of the houses/flats they are intended to serve and within sight of a main room window. Parking behind other dwellings' back gardens will be discouraged for reasons of residential amenity and security.

#### **Driveways**

- 4.5 As general guidance, it is suggested that driveways serving garages within the curtilages of dwellings should be long enough to accommodate a car parked in front of the garage and enable the garage door to be opened without the car having to project beyond the curtilage onto a footway or shared surface. This length should preferably be at least 5.5m. An additional length would be required to allow for a gate at the entrance to the driveway to be opened inwards (such gates should not open out over footways or carriageways).

#### **Communal Parking Areas**

- 4.6 Group parking bays in a 90° formation should be at least 4.8m long by 2.4m wide with a forecourt depth of 6m (as set out in Design Bulletin 32).

### **5. PUBLIC AND PRIVATE AMENITY SPACE**

- 5.1 Such open space should ideally be provided in areas of not less than 0.1 hectares. The Council will discourage this from being located in less accessible positions at the side and rear of properties. In such locations open space is not as well used, prone to vandalism and creates a potential hiding place for intruders. These areas should be open to observation from the surrounding properties and therefore provide a more pleasant environment for the residents and also benefit from natural surveillance. In residential developments of 20 or more dwellings, there is a requirement, in Policy H13 of the Wyre Borough Local Plan, to provide areas of amenity open space. The size of the open space should be the equivalent of 0.004 hectares (0.01 acres) for every dwelling (see Policy H13).

- 5.2 Private amenity space for flats should be measured 5 metres from the elevations of the development and excluded from the calculations for public amenity space.

- 5.3 A landscaping scheme for the public amenity areas should be submitted as part of the planning application to the Local Planning Authority. (See Policy SP14 of the Wyre Borough Local Plan).

### **6. SITE LEVELS**

- 6.1 Where there is to be a significant change in levels, developers should provide details of existing and proposed ground and finished floor levels when a planning application is submitted and be able to demonstrate that reasonable internal privacy can be achieved without the need for excessively high screening.

## 7. ADVICE

- 7.1 If you are proposing to carry out development and wish to discuss your proposal and the Council's guidelines please contact the Planning and Traffic Services Section at the Civic Centre, Poulton-le-Fylde. Telephone number 01253 891000.

NOTE: In addition to the above, developers should take note of the Lancashire County Council's 'Traffic Calming Guidances' and 'Code of Practice of Mobility' with a view to incorporating these guidelines within their proposals.