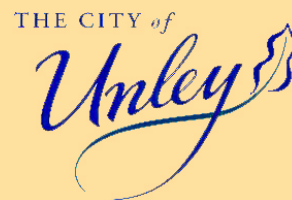


Complementary Residential Vehicle Garaging and Driveways

Design Guide 4



The city's unique heritage and early traditional buildings, regular allotment patterns, minimum and narrow vehicle driveways, and relatively minor unobtrusive vehicle garaging, creates the distinctive and valued character of Unley. Improvement of valued dwellings and new development should complement and be sensitive to this dominant character, especially for highly intact Historic Conservation and Streetscape (Built Form) Zone areas, and heritage places, as set out in the Unley (City) Development Plan.

This information sheet aims to clarify the primary policy parameters and principles of good design that will reinforce the desired streetscape character but reasonably allow for the sensitive incorporation of contemporary vehicle garaging needs.



Valued Dwellings Improvement Principles

It is important to understand the key characteristics of your surrounding area, streetscape and dwelling features. These characteristics are important in reinforcing the appropriate prominence, setting and architectural integrity of the main dwelling and maintain the desired streetscape character.

The context of the streetscape presentation, formed by the rhythm and patterns of the site size, dwelling proportions and setting (front and side setbacks) and notable relatively minor width and scale of vehicle driveways and structures, is important to consider in reinforcing the dominant and desired character of Unley. Sensitivity in the design of complementary contemporary improvements can reinforce the distinct and desired character of Unley and satisfy modern living needs.

Sensitive incorporation of contemporary vehicle garaging structures and access driveways requires they be narrow, minor in scale, articulated and setback behind the main building to avoid compromise of the desired predominant presentation of the dwelling and in the streetscape frontage presentation. Traditionally rear lanes were available or later narrow driveways to the side with garaging provided at the rear of the site which avoids its dominance in the streetscape. Additional attention needs to be paid to garaging setting, scale, form and detailing when there is frontage to a second road (other than an access lane), eg a corner site.

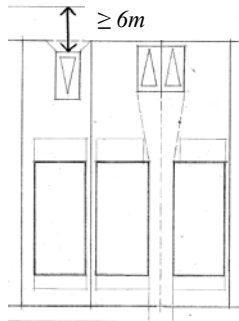
Proposed development will require an application for approval. This is best discussed early in the process with a member of the Development Team:

- ▶ Phone: 8372 5189
- ▶ Fax: 8271 4886
- ▶ Email: pobox1@unley.sa.gov.au
- ▶ Visit: City of Unley Civic Centre,
181 Unley Road, Unley.

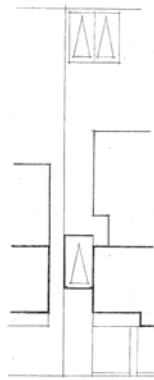
Further specialist design advice is available from Council's Heritage Adviser, arranged through the above discussions or by making an appointment direct (phone 8372 5107).

This is only a guide not intending to substitute for any statutory policy requirements of the Unley Development Plan, Building Code or any associated legislation, and should be read in conjunction with relevant legislation and policy requirements.

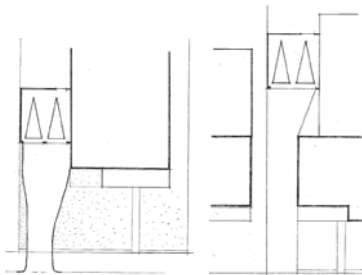
Dwelling Vehicle Garaging & Driveways



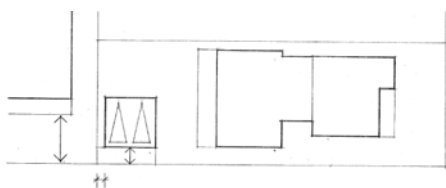
Rear or shared access to rear parking minimises streetscape frontage disruption in compact areas (minimum 6m maneuvering space in laneways)



Typical narrow driveway and minor side structures to be reinforced, with larger structures in rear yard



Side-by-side parking structures possible on wide sites and when set well behind front of dwelling to maintain minor proportions and allow narrowed driveway



Corner sites with garaging to second frontage should respect and relate to setback of adjoining buildings (eg typical garage should be setback half that of the adjoining building setback, less any distance off the common boundary, to a minimum of 1.0 metre)

The Development Plan policy, and good design principles, aim to reinforce the integrity and features of valued dwellings, distinct and desired streetscape character and to guide the sensitive incorporation of contemporary vehicle garaging:

Location and Siting

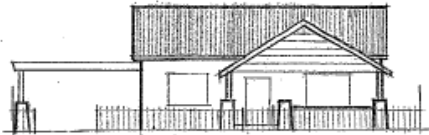
- ▶ A key characteristic, desired to be reinforced, is for the main dwelling proportions and scale (valued original building or replacement) to be the dominant streetscape element and vehicle elements unobtrusive;
- ▶ Vehicle driveway access to the front and within the streetscape should typically be narrow and garaging hidden and/or minor in scale and presentation;
- ▶ The most effective option is rear lane access to garaging, where sufficient maneuvering room for modern vehicles can be provided.
- ▶ The traditional and desirable location (in respect to the streetscape) for garaging is in the rear yard behind the dwelling;
- ▶ The most prevalent scenario is access from the street via the typical narrow driveway (3.1metres). Such minor proportions of the frontage for vehicle access and surface paving should continue to emulated;
- ▶ Garaging structures to the side of dwellings should be:
 - ◆ minor in scale and width, separate from the main dwelling roof and front verandah, and in subdued darker tones to preserve the design integrity and presence of the main dwelling (facade, roofline and verandah);
 - ◆ setback from the main front dwelling wall to recess their presence relative to the dwelling:
 - Solid structures, eg garage or doors, should be setback behind the front main wall more than its width, and more if a taller structure, and be limited in length adjacent to the boundary;
 - Open sided structures, eg carport with no doors, should be setback behind the front main wall desirably half its width, and a minimum of 1.0 metre, and be limited in length adjacent to the boundary;

to diminish the presence in the streetscape, maintain appearance of gaps between dwellings and avoid view of building to the boundaries ;

- ▶ Wider garaging (double) and driveways from the front should:
 - ◆ only occur on wider sites (> 20 metres to be < 30% of frontage) or;
 - ◆ alternatively, on typical narrower sites, be set behind the front of the dwelling access via typical driveway; and
 - ◆ have driveway narrowed to the street frontage, to maintain relative and typical minor proportion in the streetscape;
- ▶ Additional frontage to a second road (other than a rear access lane), eg a corner site, requires extra attention to setbacks, scale, form and design detailing to ensure



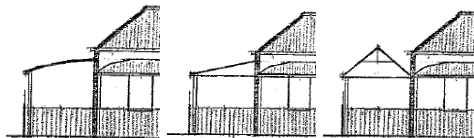
Vehicle garaging structures should be minor, low and recessed elements in the streetscape



On larger property frontages wider simple vehicle garaging structures can maintain minor presence



Wider vehicle garaging structures placed behind front portion of dwelling maintains the streetscape



Vehicle garaging structures to be minor, low and simple, adopting associated dwelling features

appropriate compatibility and streetscape presentation.

Streetscape & Elevation Presentation

- ▶ The integrity and appearance of the front original building, and sympathetic new dwellings, should continue to be the dominant elements of the desired streetscape character;
- ▶ Vehicle driveways and garaging should be minor in proportion, scale and presence in the streetscape;
- ▶ Larger garage structures should be located to the rear and behind dwellings, provide greater boundary setbacks and be subtly designed to avoid a presence in the streetscape and undue impact upon neighbours;
- ▶ Vehicle garaging, eg garages or carports, to the side of the dwelling should:
 - ◆ be setback from the dwelling main front wall;
 - ◆ be separate from the main dwelling roof and front verandah to maintain their integrity;
 - ◆ be minor in scale (width and height); and
 - ◆ relate to other minor horizontal features, eg verandah nature and wall attachment and/or fascia heights;
 - ◆ incorporate subdued darker colours;
 to maintain the characteristic patterns, proportions and dominance of the main dwelling, roof line and front verandah and minor unobtrusive presence of garaging and driveways in the streetscape.
- ▶ Additional frontage to a second road (other than a rear access lane), eg a corner site, requires extra attention to setbacks, scale, form and design detailing to ensure appropriate compatibility and streetscape perspective.

Form, Detailing, Materials and Colours

- ▶ Garage or carport structures should be simple minor attached or free standing forms, adopting design cues from the attached elements of the main dwelling;
- ▶ Structures should be finished with simple detailing, plain sympathetic materials and complementary subdued darker colours to help recess their appearance;
- ▶ Contemporary form and design interpretations help distinguish new elements and support new lifestyles, but maintain respect and dominance of dwelling.