

RESPONSE TO LOCAL PLANNING POLICY– STREETSCAPE

Clause 1 - P1/ A1	Buildings (other than carports and garages) to be set back from a primary street as follows:
Existing dwelling retained – no change and well aligned	
Clause 2 – P2/A1	Garages fronting a primary or secondary street
Not applicable – the proposal is a carport not a garage	
Clause 2 - P1/A2	Carport structures within the primary or secondary street setback area subject to: A -an average setback of at least 6.0 metres (inclusive of the carport and other buildings) being achieved from a primary street;
The veranda is a full 5.585 meters from the street and the dwelling 7.6 meters back. Under the R-Codes Figure Series 2, carports do not need to be compensated for, probably due to carports, like verandas, being lightweight. There is a wide side setback, which adds to the sense of space. <i>In practice, this provision is rarely achieved in the Weatherboard Precinct, as reaching the target would require demolition of the heritage home. [See character study images]</i>	
Clause 2 - P1/A2	Carport structures within the primary or secondary street setback area subject to: B - the columns being setback a minimum of 1.5 metres and the eaves are setback a minimum of 1.0 metre from a primary or secondary street boundary,...
- The columns and eaves do not achieve the minimum. The space from the existing veranda to the boundary is 5.585 m. A 1.5 m setback would result in the carport drop-down fence cutting into the car park, preventing cars from parking in the parking space. - The design minimises visual impact and presents as a front fence in keeping with the streetscape. <i>In practice, this provision is only sometimes achieved in the Weatherboard Precinct, as the heritage setback limit allows for the outcome to be achieved. [See character study images]. - See Performance Criteria response below.</i>	

Clause 2 - P1/A2	Carport structures within the primary or secondary street setback area subject to: C - Where the carport is to be located within 1.0 metre of a side boundary, the carport is to have: i. a maximum of two columns on the side of the carport adjacent to the boundary with a maximum of four columns for the entire carport; and ii. columns to be setback from the side boundary to provide for an eave overhang of a consistent width with the dwelling, and the required setback under the Building Code of Australia
Ci • There are only two columns on the side boundary as prescribed. The materials ensure a light-weight and integrated aesthetic. Cii • Side eaves on the house are minimal, and comparable eaves have been added to the carport. ○ The eaves are not 500mm from the boundary as suggested in Note 13. A performance-based solution for fire will be developed, noting that the structure can be delivered entirely in steel and other non-flammable materials. The carport is currently located close to the boundary to maximise the openness of the rest of the frontage. <i>Acceptable Development option achieved for Ci and Cii.</i>	

Clause 2 - P1/A2	Carport structures within the primary or secondary street setback area subject to: D - Where the width of the carport exceeds 35% of a site frontage, the carport is not to project more than 1.0 metre forward of the façade of the dwelling.
• This is also a corner site with an open side fence, hence the extent of fence facing the street is 10m versus a 5.35m garage, which is 35% meeting the requirement. • In addition, the house is elevated, there is a wide veranda, ground-floor windows that view the street, and there is a second-storey window. The street presence is excellent. • The gap between pickets meets the minimum of 50mm. The width of the pickets may be up to 65mm. Openings will ensure no less than 50% visual permeability. <i>Acceptable Development option achieved.</i>	

Clause 2 - P1/A2	Carport structures within the primary or secondary street setback area subject to: E - The construction allows an unobstructed view between the dwelling and street.
The elevations demonstrate that there is an unobstructed view between the dwelling and street. <i>Acceptable Development option achieved.</i>	
Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> A - Garages are only permitted where they are accessed from a right-of-way or are located at the rear of the dwelling with access from an internal driveway.
NA	
Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> B - Carports should be located behind the street setback line where possible.
It is not possible to locate the carport behind the street setback line. The carport is designed to be part of the overall composition and presentation to the streetscape. <i>In practice, this provision is rarely achieved in the Weatherboard Precinct, as reaching the target would require demolition of the heritage home. [See character study images] – See Performance Criteria response below.</i>	

Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: i - The columns are set back a minimum distance of 1.5 metres from the street boundary.
The dwelling's veranda is only 5.585 meters from the street; hence, the carport cannot be moved back. Setting back, the columns would result in the vertical gate imposing on the carparks. <i>In practice, this provision is not always achieved in the Weatherboard Precinct, as reaching the target would require destructive works to the heritage home. [See character study images] - See Performance Criteria response below.</i>	

Clause 2 - P1/A3	<i>s and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: ii - The external width of the carport structure (measured to the outside faces of the columns) does not exceed: 3.0 metres for lots with a frontage of 12.0 metres or less; or 5.0 metres for lots with a frontage greater than 12.0 metres but not more than 14.5 metres; or 35% of the lot frontage or 6.0 metres whichever is the lesser, for lots with a frontage greater than 14.5 metres; and
- The lot is between 12 and 14 meters. The width of the external face is 5.330 m to accommodate the vertical gate structure. The width is 7% greater than the recommended value; however limit of 5 m is impractical for easy vehicle access. - The effective frontage to the streets is also more expansive as the frontage wraps around the corner. The 6-meter or 35% option should be used. The carport makes up less than 35% of the full frontage. <i>In practice, this provision is not always achieved in the Weatherboard Precinct, as reaching the target would require destructive works to the heritage home. [See character study images] - See Performance Criteria response below.</i>	

Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: iii. the roof form is either a hipped roof or dutch gable (not a full gable) for a double carport;
The carport is designed with a Dutch gable. <i>Acceptable Development option achieved.</i>	
Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: iv. a double carport does not significantly obscure a major architectural feature on the front façade of the dwelling; and
The carport does not significantly obstruct the major architectural features of the front facade. In fact, it provides a welcoming outcome, adding to the view of ‘cascading roofs’, a central feature of the street's design aesthetics. <i>Acceptable Development option achieved.</i>	
Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: v. the carport has a maximum of 4 supporting columns; and
The carport has only four columns, and these are thin, protecting the views to the street. <i>Acceptable Development option achieved.</i>	

Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: vi. columns to be sufficiently setback to provide for an eave of a consistent width with the dwelling, and the required eave setback under the Building Code of Australia.
• A setback for the eave has been provided and is in keeping with the house design and meets the policy. • The eaves are not 500mm from the boundary as suggested in Note 13. A performance solution will be investigated, or the carport will be moved 600mm from the boundary. The carport is currently located close to the boundary to optimise aesthetics. <i>Acceptable Development option achieved.</i>	

Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: vii. the structure reflects the style, materials, colours and architectural characteristics of existing and proposed new dwellings, especially roof pitch.
• Meticulous attention has been paid to responding to the aesthetics of the house, and this is being achieved with great success. The roof pitch, materials, and Dutch gable all contribute to the integration with the house's aesthetic. <i>Acceptable Development option achieved.</i>	

Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: viii. the design of the carport structure ensures that the existing/proposed dwelling that fronts onto the street has windows which provide visibility to and from the street. Windows in the façade of the dwelling at the rear of the carport are to be consistent in style and design to windows in the remainder of the façade of the dwelling.
The design of the carport structure ensures that the existing/proposed dwelling that fronts onto the street has windows which provide visibility to and from the street. There are no rear walls to the carport. <i>Acceptable Development option achieved.</i>	

Clause 2 - P1/A3	<i>Garages and Carports fronting primary or secondary street in a Weatherboard Precinct or Weatherboard Streetscape</i> C - Carport structures may be located within the street setback area of primary and secondary streets where the following minimum requirements are met: ix. the carport structure allows an unobstructed view between the dwelling and street. Open style gates are considered to be the only acceptable form of enclosure to a carport.
The carport structure allows an unobstructed view between the dwelling and the street. Open-style gates have been selected to ensure visibility. <i>Acceptable Development option achieved.</i>	

RESPONSE TO – SPP 7.0

Context and Character	
	• The dwelling is part of the Weatherboard Precinct. Within this precinct dwellings are in the form of weatherboard cottages that fill most of the narrow lots. Cottage present proud verandas and formal landscape gardens. • The cottages do not include integrated garages. To deliver on-site parking without demolishing the cottage, the owners have included carports within the setbacks. Generally, these have been carefully designed to complement the form and scale of the cottages. Council policy has assisted with this outcome. • In response to the policy and existing streetscape, this proposal follows the tradition and character of the street in terms of carports.
Landscape Quality	
	• A key feature of a landscape in these streets is the front fences, which define the transition from public to private and protect front gardens. The design reinforces this outcome, featuring a picket gate as part of the carport, which screens cars from the street. The fence is more visually permeable, reinforcing landscape views. • The extent of the area available for planning and tree canopy is not affected by the proposal.
Built from and Scale	
	• The carport structure has been designed with careful attention to the Council's policy, which requires that the roof form and materials respect the existing house. • The carport features a steep-pitched roof and Dutch gable with weatherboard infill, which complements the house's façade and the streetscape. Beyond this, the carport is kept lightweight and elegant, allowing the cottage to present to the street.

Functionality and build quality	• The proposal places a roof over the existing carparking. The existing parking works well and has proven to be functional • An automatic vertical gate secures the parking without impacting the footpath.
Sustainability	• Retention of existing heritage has a social, economic and environmental benefit. As the cottage lacks an adequate garage, integrating a carport supports its ongoing use and avoids demolition.
Amenity	• The carport structure has a range of benefits, including acting as a shelter for vehicles, reducing urban heating and providing a shaded play and entertainment space. • The carport supports a vertical gate, which helps define the private front garden.
Legibility	• The carport strong defines the location where vehicles are entering and leaving the site, providing legibility. • There is direct access from the street along the footpath for the front door, hence the carport does not affect legible access.

Safety	
• Safety is a significant concern for the occupants. Since moving in recently, their vehicles have been broken into several times. The dwelling is located next to a major road, which probably exacerbates the situation. Provision of a carport with secure gating is a high priority. • The existing garage at the rear of the property only accommodates one car. It is only accessible from a main road, raising significant concerns about safe traffic movement. • There is an established pattern of vehicles parking in carports next to the footpath. With the column setback from the boundary being slender, sightlines are provided between pedestrians and cars. • The need to protect against increased criminal behaviour resulting from exposure to the busy road is a significant reason to support the proposal. • The Fence and wall are also important for the safety of the owner children and dog due to high traffic levels on Berwick Street.	

Community	
• The community has an interest in the protection of the heritage streetscape. Supporting the continued use of the heritage fabric by enabling car secure parking is a benefit • Locating car parking in the front seat back in the carport configuration provides opportunities for active engagement between occupants and passers-by - building community.	

Aesthetics	
• The design of the carport complements the existing cottage, providing a ‘cascading roof’, shade and shelter and continuity of material use. It also assists in screening parked cars from the street, improving aesthetic outcomes.	

WIDTH OF DRIVEWAYS

- Willis Street - The (amended 27/10.2025) plans confirm the width of the driveway to Willis Street is 5.13m.
- Berwick Street- The (amended 27/10.2025) plans confirm the width of the driveway to Berwick Street is 3,940m. Notably Berwick is all hard-paved, so the drive width has no effect on the verge landscape.

GARAGE vs CARPORT

CARPORT

- The proposal is a carport.

LOCAL PLANNING POLICY NO.25 – SETBACK OF GARAGES AND CARPORTS FRONT SETBACK - CONSULTATION

Setback

- The proposed setback of 0.2m in lieu of a 1.5m minimum will trigger community consultation to adjoining properties, as per Local Planning Policy No.37 – Community Consultation on Planning Proposals. This is acknowledged.

LOCAL PLANNING POLICY NO.25 – SETBACK OF GARAGES AND CARPORTS FRONT SETBACK

Justification against Performance Criteria.

P1 The setting back of carports and garages so as not to detract from the streetscape or appearance of dwellings, or obstruct views of dwellings from the street and vice versa.

In addition to the Performance and Acceptable Development criteria listed above under P1/A1-A3 above the following response to criteria Performance Criteria 1 is provided

- The carport has been designed in response to a careful assessment of similar additions within the street. It continues the successful integration of sheltered car parking with a precinct, reinforcing the longevity of the dwellings and character of the area. (See Context Study)
- Meticulous attention has been paid to responding to the specific aesthetics of the house, and this is being achieved with great success. The roof pitch, materials, and Dutch gable all contribute to the integration of the house's aesthetic.
- The carport does not significantly obstruct the significant architectural features of the front facade. In fact, it provides a welcoming outcome, adding to the view of 'cascading roofs', a central feature of the street's design aesthetics.
- Visibility and safety have been addressed in line with other properties in the street. While the car parking will now be sheltered. There is very little change to the current condition of the site.
- In practice, the full provision of the policy area is rarely achieved in the Weatherboard Precinct, as reaching the target would require demolition of the heritage home.

LOCAL PLANNING POLICY NO.25 – SETBACK OF GARAGES AND CARPORTS FRONT SETBACK

Justification against Performance Criteria.

P2 Garages which do not dominate the visual appearance of the lot having regard to the width of the lot and building frontage, the location of the upper floor relative to the garage, and the general design merit.

NA – the proposal is a carport.