

## Design guidelines

This advisory note is intended to provide general guidelines for the design, detailing and siting of carports and garages. It should be read in conjunction with the relevant planning controls for your area.

Many of Toowoomba's older properties were built before general use of the motor car. As a result many carports and garages were simply "tacked on" to the front or sides of dwellings. It is preferable to design carports and garages to complement the original house.

It is also important to remember it is your house that should remain the feature of the site - not the car accommodation. After all nobody wants to live in a street where the cars and carports dominate over people and their homes. To ensure this, the factors outlined in this advisory note need to be considered in your carport or garage design.

Similar design principles can be applied to the construction of sheds where they are visible from the street.

## Streetscape

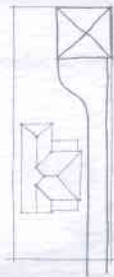
It is important to consider the appearance of a carport or garage within the overall streetscape. Carports and garages should not dominate your own house or any neighbouring houses. Within the street there may be a rhythm or pattern in the relationship between houses and driveways. If so it is important to maintain these features.

Consider your neighbours and the proximity of your driveway and carport or garage to their house. Try to plan your carport or garage so that it does not overshadow any important windows or compromise the privacy of your own or your neighbours' house.

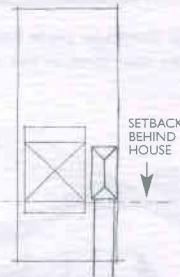
## Scale proportion and height

The scale or size of the carport or garage should not dominate the main house. As a general rule the gutter line of the carport or garage should be lower than the gutter line of the existing house. In some cases it may be preferable to plan a carport or garage with one car parking behind the other, rather than a double width structure. This minimizes the width and dominance of the building.

# carports AND garages



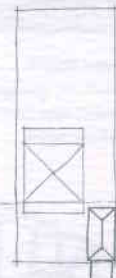
Structure to rear of house. Preferred siting option for all structures, particularly double garages.



Structure to side & behind front line of house. Alternative siting option.



Structure at front of house. Not recommended.



Structure at side & front of house. Not recommended.

## Siting

It is preferable for the carport or garage to be located at the rear of the house. This siting helps minimize the impact the structure will have on the house and streetscape. Matching original materials and details is less critical with a structure set to the rear of the main house.

Provided there is adequate space an alternative location for a carport or garage is at the side of the house. The front of the carport or garage should be setback further from the street than the house. Materials and details should match the existing house to blend new with old.

It is not recommended that you build in front of the house. However where space is restricted it may be the only location possible. In this case the best idea is to build a single carport rather than a garage so that the structure is small scale and lightweight. This ensures the house has only minimal obstruction.



## Sympathetic streetscape

These carport additions respect the existing streetscape rhythm or pattern of house and driveway. The low scale structures help to maintain the houses as the important buildings in the street. The only double carport or garage is located to the rear of the site behind the house.



## Negative impact on streetscape

The large scaled double garage addition located in front of the gable style house overshadows the small cottages in this streetscape and obscures the house. It is not recommended in heritage areas.

## Scale: preferred design option

A lowset single carport or garage helps to minimize the impact of a new structure on the appearance of the house and streetscape.



## Scale: double carport or garage

Parking one car behind the other is the approach recommended when providing parking for two cars. However on larger blocks a lowset double carport may be acceptable. It should be setback as far as possible. If close to the front of the house an open carport instead of an enclosed garage is recommended.





## Building form/shape

As a general rule the overall form of the carport or garage should be similar to the original house. This particularly applies to the roof, as this is generally the dominant element of a similar carport or garage structure.

For example if the house has a pyramid style or hipped roof then so should the structure of the carport or garage. Similarly gable roofed homes are generally suited to carports and garages with gable roofs. It is important that the roof pitch and overhang of a carport or garage match that of the main house.

## Detailing

The detailing of materials such as wall cladding, roofing, and gutters should complement the existing house. The details need not be exact replicas - this can be impractical and expensive. It also makes good sense for future historic research to make some distinction between the original buildings and the new ones.

For example, on a garage, the size of chamferboards will be more important than matching an exact profile. This is because the horizontal lines of the boards will be visible even from a distance but the profile could only be compared if examined in detail. It is preferable that any sheet material be laid so that dominant lines run horizontally.

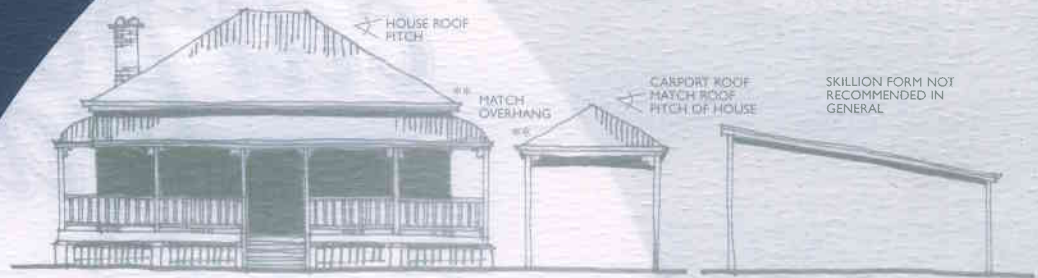
## Decorative elements

Historic houses often have decorative elements within their facades such as gable finials, timber mouldings and shaped bargeboards. It is not necessary to replicate these features exactly for a successful garage or carport design. Traditionally the main house would have been the most decorated building with other outhouse structures having less detailed design elements. It can be possible to borrow elements from the main house and simplify them for lesser structures such as carports, garages or sheds.

## Heritage Advisory Service

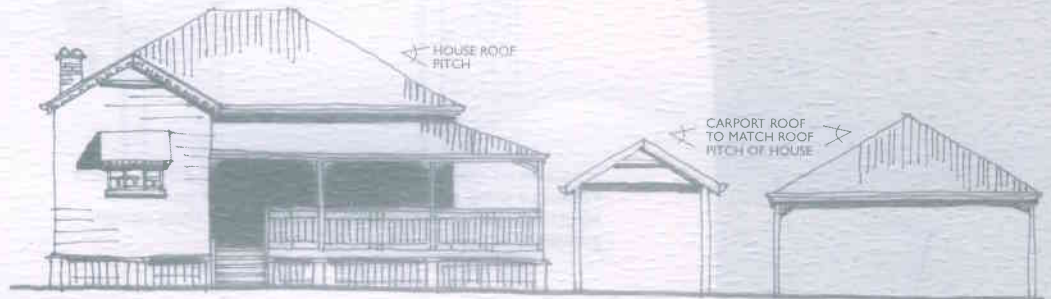
The Toowoomba City Council's Heritage Adviser can provide assistance in planning and detailing your new carport or garage to suit your heritage home.

For more information, or to make an appointment with a Heritage Adviser, contact Council's Strategic Land Use Planning Section on 4688 6650.



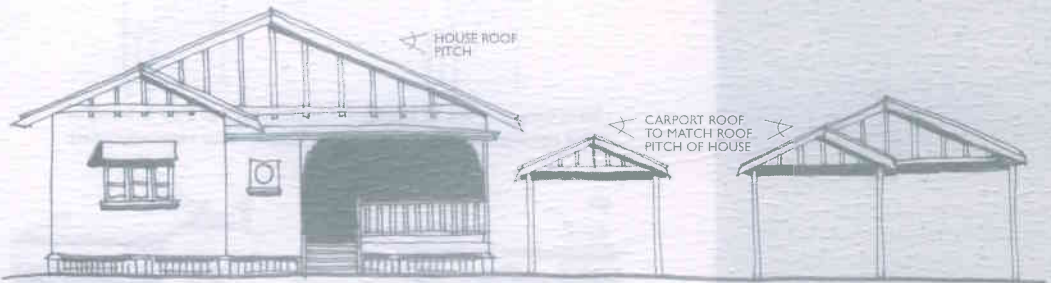
### Colonial/ Cottage style house form

The hipped roof form of the cottage generally should be reflected in the roof of the carport or garage.



### Gable style house form

For a single carport or garage a gable roof over the carport will have similar proportions to the house gable and is the recommended design approach. A double carport or garage, though not generally recommended, will be less dominating with a hipped roof as illustrated.



### Bungalow style house form

Generally a gabled roof is recommended for a carport or garage to blend with this style of house. A double carport or garage may need to have a stepped gable as illustrated to ensure its scale relative to the house is minimised.



#### Colonial/ Cottage/ Gable style house

The early ogee profile of gutter was generally used on cottage, colonial and early gable style homes. This gutter profile is recommended to match with the existing house.



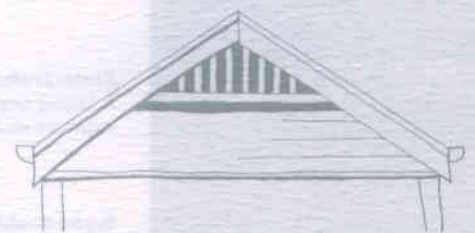
#### Bungalow style house

The "quad" profile was typical on bungalow style homes.



#### Squareline gutter profile

This modern profile gutter is not recommended for new structures in heritage areas.



### Decorative elements

This diagram shows how the design of the house gable can be simplified to suit a carport or garage. The same principles apply to other decorative elements such as verandah brackets. Other variations of simplified gable forms are shown throughout this brochure.