

# Colonel Light Gardens Garages and Carports



## Garages and Carports

Colonel Light Gardens was designated a State Heritage Area in May 2000. The designation recognises the important historical and cultural significance of the suburb which is regarded as one of the finest examples of the Garden City town planning movement.

Where the early residents of the suburb owned a motor vehicle, it was usually stored in a single garage located towards the rear of the allotment. These garages may have also included a small workshop area or potting shed. Double garages or carports were unheard of – no-one owned two cars! These simple garages were more modest in design and materials than the house.



Traditionally garages were located at the end of the driveway. This one car garage was located at Ludgate Circus.

They were framed out of timber and clad with corrugated iron, fibre cement sheet, or sometimes timber cladding. There were rarely constructed with brick. Invariably, the roof was corrugated iron. Doors were made of timber and hinged. Modern garage doors, such as roller or tilt-up, were much later inventions.

The design and siting of carports is therefore critical, as constructing extensive off-street parking adjacent to dwellings will also result in significant loss of garden space and general amenity.

## Garages

New garages should attempt to recognise the tradition of garages within the suburb. Whilst double garages may be appropriate when sensitively placed on the block, larger structures are inappropriate. New garages should be located to the rear of the block and ideally be constructed with external cladding replicating the traditional garage building. Corrugated iron walls and roof cladding would be most appropriate.

If additional storage is required, the visual mass of the garage can be reduced by changing the roof configuration. A single gable or hip roof with an adjacent lean-to roof section can provide the required storage, but in a less visually dominant form. The roof pitch for a gable or hip roof should be similar to the pitch of the house roof.

Prefabricated garages are acceptable provided the size and location does not unduly impact upon the character of the suburb, adjacent properties or streetscape amenity. Corrugated iron sheeting for the walls and roof is preferred. The use of modern double-width roll-up doors where these are exposed to public view should be avoided. Single garage doors which incorporate a tilt-up or a panel lift mechanism and are clad with corrugated iron or planked timber, similar to the way the original hinged garage doors appeared, are preferred.



This early garage is still standing in Ludgate Circus. Note the use of sliding door.

Alternatively sliding doors can be used. A pitched roof to the garage is preferred in most circumstances. A masonry garage may also be appropriate. If this option is preferred, then the design and siting should be discussed with Council.

Garages should be set off the side and rear boundaries by a minimum distance of 900mm, and should not be greater than 40 square metres in area.

## Carpports

Traditionally, carpports were not used within Colonel Light Gardens. Accordingly, any introduction of this building form will need to be designed in such a manner that it complements the design of the dwelling rather than introduce a different design form. Carpports should be designed as either free-standing structures or, where attached to the house, should not dominate the principal façade.

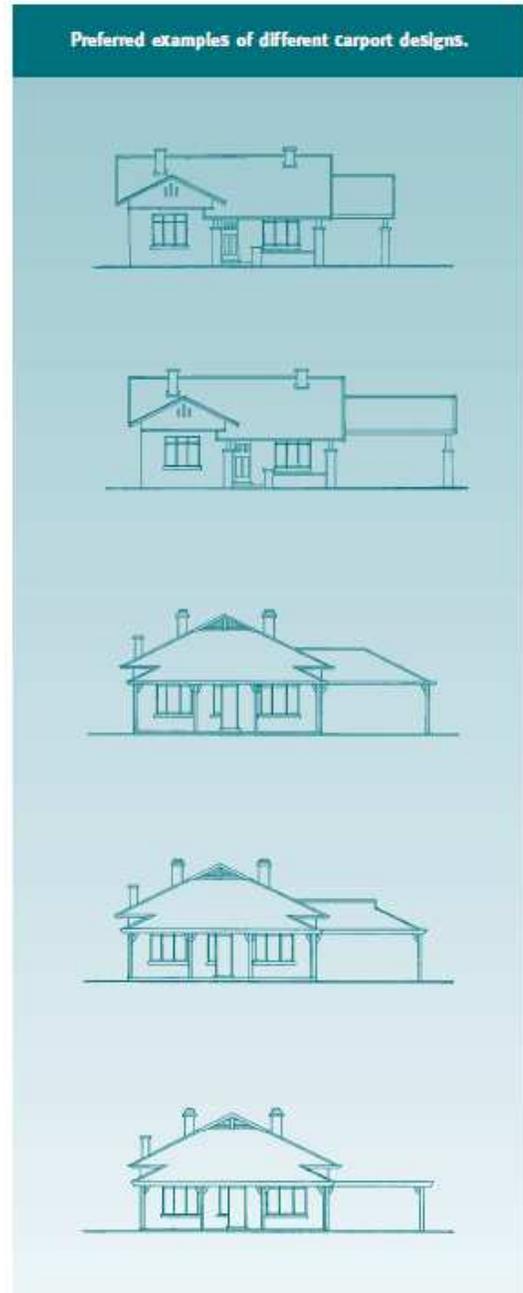
Generally, carpports should be sited down the driveway as far as possible. The height and building material selected is also critical to ensure that the carpport fits with the existing dwelling. Replicating verandah masonry pillars or timber posts and keeping the height of the carpport at the same height as the front verandah is desirable. If a pitched roof is incorporated in the design, this should replicate the roof pitch and eaves detail of the house; however, avoid creating carpports by extending the main ridge of the house. Roof rafters were generally exposed along eaves and verges creating the characteristic exposed end of the rafter below the fascia, so typical within the suburb. This detail can be incorporated within the roof of any additional carpport.

Carpports should remain open in nature, ie they should not be enclosed by infill walls, roller or tilt-up doors etc. If semi enclosed the carpport should be set back 4 metres behind the front wall of the house.

If the carpport is 'open' ie no enclosing walls or doors, the carpport may be 1 metre behind the front wall of the house.

Carpports and garages should be set off side boundaries by a minimum of 1500 mm, and off side and rear boundaries adjoining utility laneways by a minimum of 900mm and should not be greater than 40 square metres in floor area.

Carpports or garages in front of the dwelling are not appropriate.



The above information is advisory and a guide only to give you a general understanding of the key points associated with the approval system. It is recommended that you seek professional advice or contact the City of Mitcham, Development Services on 8372 8888 or email [development@mitchamcouncil.sa.gov.au](mailto:development@mitchamcouncil.sa.gov.au) regarding any specific enquiries or for further assistance concerning the use and development of land. Being properly prepared can save you time and money in the long run.