Key 14.15.1 Residential Design Principle: ***5/g. Integration of access, parking and servicing***

Other relevant RDP: *1, 2/d., 3/e., 4/f., 6/h.*

Related design goals: 1.2 Safe site access and movement; 1.3 Well-integrated surface parking; 1.5 Convenient and secure cycle storage; 1.6 Fit-for-purpose bin storage

1.4 Well-integrated garages

Well-integrated garages (and any covered parking, including carports) do *"not dominate the development".* This is achieved by locating them away from the street and/or making them secondary within building frontages so front doors, main entrances and ground floor windows are more prominent.

Using a mix of parking types (including communal areas, refer 1.3) helps reduce the visual dominance of parking.

Design expectations:

A **Individual garages** are primarily single-width and integrated into development by:

- being set back either for a limited distance from the main facade, to prevent unanticipated parking overhanging accessways, or for no more than a single-length parking space (e.g. 5.5m),
- occupying less than half the overall ground floor frontage, and
- considering how the design and materiality of garage doors can help them blend into the built form.

B **Individual or communal carports** can provide a sheltered alternative to surface parking. Safe and well-integrated carports are:

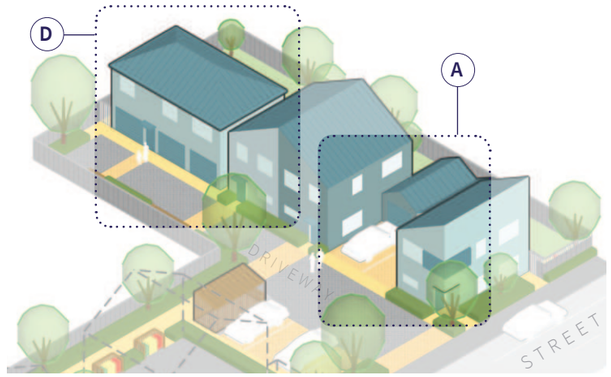
- open-sided to ensure good visibilty (e.g. not enclosed on more than two sides),
- designed with similar colours/materials to complement the associated buildings, and
- not obstructive to access or outlook.

C **Podium, semi-basement or basement parking** can free up the site and integrate larger volumes of parking (e.g. for apartments) effectively when it includes:

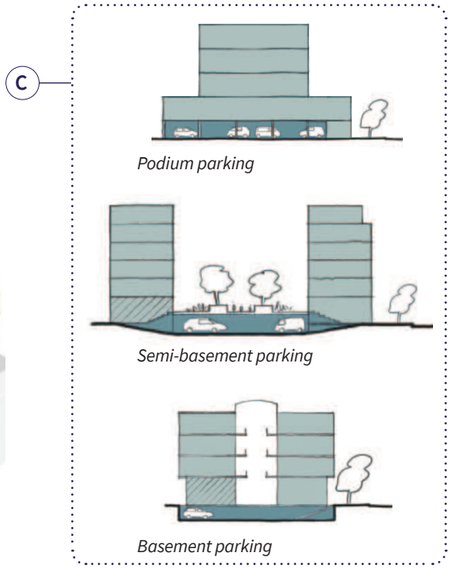
- an easily identifiable vehicle entrance which is less than a third of the ground floor frontage,
- activation on public-facing edges either by habitable spaces, openings, or at least a 1m-wide planted edge,
- a well-overlooked vehicle accessway, particularly where located away from the street, and
- secure and access-controlled entry, including a separate, secure pedestrian access.
- Avoid undercroft parking for safety reasons.

D **In limited scenarios, garages can be integrated under a single-storey unit as a 'mews house'**. They are only appropriate when:

- located behind other units with good street frontage,
- used sparingly, as part of a mix of housing types, and
- the blank frontage created by garage doors is balanced by windows to habitable rooms and a prominent entrance to the unit above.



Private garages are set back from the accessway by one car length and a mews house is located at the end of the accessway. The mews house's garage-door frontage is balanced by other units that positively address the shared accessway.



Examples of good outcomes for the design goal

Common issues and improvements

Issue: Garages dominate the overall appearance of the development and create a high proportion of blank wall at the ground level due to:

- *Lack of windows facing directly onto the shared accessway.*
- *Narrow units, meaning garage doors are a higher proportion of the ground floor elevation and more prominent than entrances.*
- *No space for trees and planting.*
- *Wide expanse of asphalt, prioritising vehicles and manoeuvring.*
- *No engagement or passive surveillance from the ground floor, reducing sense of safety.*

Improvement: Integrate front doors and habitable rooms at the ground floor to create a more engaging frontage.

Planting, trees, and material banding supports a high quality pedestrian environment.

Ground floor front doors and windows provide passive surveillance, improving safety and sense of ownership.

Garage doors set back from the building frontage reduce vehicle dominance.

RDP key: 1 *Site layout* 2 *Relationship to the street and public open spaces* 3 *Built form and appearance* 4 *Liveability and wellbeing* 5 *Integration of access, parking and servicing* 6 *Safety*