

MOSMAN HERITAGE FACTSHEET
Mosman
 COUNCIL
 Carports & Garages



Accommodation of cars is a late 20th Century feature of urban development. When Mosman was first subdivided and housing was erected there was no need for vehicle access onto small residential properties. Most residents used public transport and home deliveries were a common feature of everyday life.

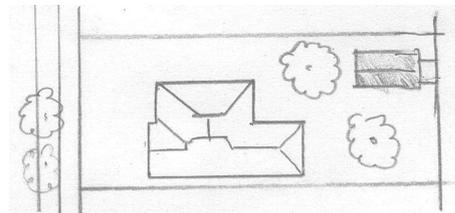


The areas identified in the Mosman Heritage Review (1996) as having cohesive visual character are in the main, areas which have limited opportunities for the provision of car accommodation. In the recent past, where such structures have been erected they have dominated the streetscape reducing the heritage values that make these areas significant.

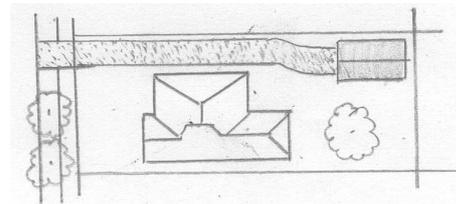
“Almost without exception, each time a carport is added between a Federation Period house and the street, the heritage value is decreased....A structure to protect a vehicle is an amenity and may improve the liveability or even the market value of a property but it has nothing to do with heritage. Likewise, the dressing up of a carport in mock Federation trimmings has nothing to do with heritage, however attractive it may seem”. Mosman Heritage Review 1996.



The approach to be adopted for development within Conservation Areas requires that there will be no garage or carport structures in front of the building alignment unless under exceptional circumstances listed in the Residential Development Control Plan. The objective of such an approach is to maintain the cohesive streetscape character of the areas and to ensure that the original buildings and their garden settings are the dominant visual features.

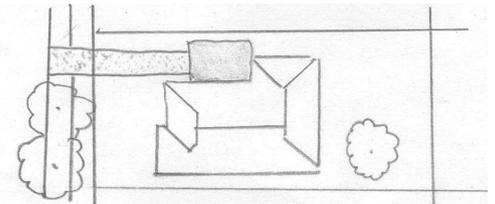


Locate at rear, with access from rear lane

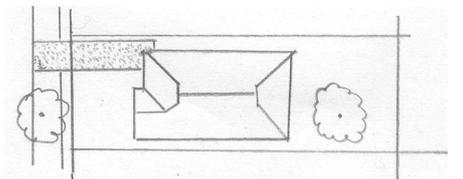


Locate at rear, with access from the front

Locate at the side of the house, well set back.



Provide an uncovered paved area at the front



These diagrams illustrate Council's preferred solutions to accommodate vehicles on site.

New garages and carports are to be located to the side or rear of properties where this is possible. Hard stand areas which are integrated into the landscape character of the front yards in appropriate circumstances are preferred. As a general rule, where vehicular access is available from a rear lane no garaging will be permitted to the front of a property.



Garages and carports should preferably be of a simple design, and not be over-elaborate in decoration and colour. It is important not to detract from the style of the existing dwelling and its setting in the placement of garage and carport structures. They should not be visually dominant, nor have wide doors facing the street. When located to the side or rear of the property, the roof pitch should be the same as that of the house and the basic roof form and detailing may also be emulated. For example, a house with a gabled front facade would generally have a gabled side garage or carport roof.

Before contemplating the erection of any carport for a heritage listed property or a building in a heritage conservation area, consult the Mosman Residential Development Control Plan, Council officers or the Mosman Heritage Advisory service.



Simple, flat roof carport forward of the building line

Existing simple flat roof carports that are in front of the building line are considered to be less visually intrusive than elaborate pitched roof structures, and modifications to make them 'more compatible with the style of the house' should be avoided.



Two hardstand areas in front of semi-detached dwellings



If two car garages are required, then it is essential to have two separate doors to keep the correct proportions. In some exceptional circumstances where topography allows, garages may be erected that are cut into the elevated front yards of houses where these can be integrated with the existing landscaping and are not delineated in the established streetscapes.



Unusual cantilevered design