

Liverpool Development Control Plan 2008
Part 2.11
Land Subdivision and Development in
Edmondson Park

May 2020

Part 2.11 must be read in conjunction with Part 1

**LIVERPOOL
CITY
COUNCIL**



Dwelling Houses, Attached dwellings or Semi-detached dwellings

Objectives

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need for on street car parking from new dwellings.
- c) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. At least one car parking space must be provided behind the front setback.
3. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3 m wide internally and unobstructed.
5. Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and:
 - a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
 - b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or
 - c. In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

3.7 Amenity and Environmental Impact

Overshadowing

Objective

To minimise overshadowing of neighbouring dwellings and their private open space.

Controls

Adjoining properties must receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least:

- One living, rumpus room or the like; and
- 50% of the private open space.

Privacy

Objectives

- a) To locate and design buildings to meet projected user requirements for visual and acoustic privacy and to protect privacy of nearby residents.

- b) To avoid any external impacts of a development, such as overlooking of adjoining sites.
- c) To provide reasonable levels of visual privacy externally and internally, during the day and at night.
- d) To maximise outlook and views from principal rooms and private open space.

Controls

1. Building siting, window location, balconies and fencing should take account of the importance of the privacy of on site and adjoining buildings and outdoor spaces.
2. Windows to habitable rooms should be located so they do not overlook such windows in adjoining properties, other dwellings within the development or areas of private open space.
3. Landscaping should be used where possible to increase visual privacy between dwellings and adjoining properties.
4. Where possible the ground floor dwellings should be located above ground level to ensure privacy for occupants of the dwellings.

Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to dwellings by:

- Balconies to screen other balconies and any ground level private open space.
 - Separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms.
 - Changing the level between ground floor dwellings with their associated private open space, and the public domain or communal open space.
5. Use detailed site and building design elements to increase privacy without compromising access to light and air by:
 - Offsetting windows of dwellings in new development and adjacent development windows.
 - Recessed balconies and/or vertical fins between adjacent balconies.
 - Solid or semi-solid balustrades to balconies - louvres or screen panels to windows and/or balconies.
 - Fencing.
 - Vegetation as a screen between spaces.
 - Incorporating planter boxes into walls or balustrades to increase the visual separation between areas.
 - Utilising pergolas or shading devices to limit overlooking of lower dwellings or private open space.

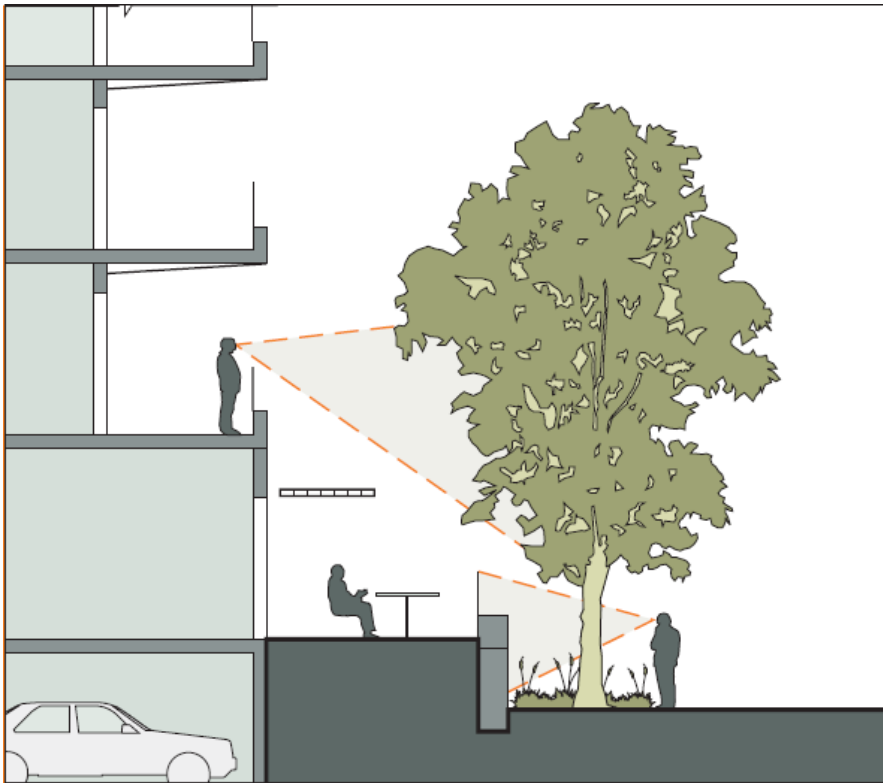


Figure 33: Screening and lower level balconies

Acoustic Impact

Objective

To ensure a high level of amenity by protecting the privacy of residents within residential flat buildings.

Controls

1. Noise attenuation measures should be incorporated into building design to ensure acoustic privacy between on-site and adjoining buildings.
2. Buildings having frontage to a Classified Road or a railway and impacted upon by rail or traffic related noises must incorporate the appropriate noise and vibration mitigation measures into the design in terms of the site layout, building materials and design, orientation of the buildings and location of sleeping and recreation areas.
3. The proposed buildings must comply with the Environment Protection Authority criteria and the current relevant Australian Standards for noise and vibration and quality assurance.
4. Arrange dwellings within a development to minimise noise transition between dwellings by:
 - Locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms with living rooms, bedrooms with bedrooms.
 - Using storage or circulation zones within a dwelling to buffer noise from adjacent dwellings, mechanical services or corridors and lobby areas.
 - Minimising the amount of common walls with other dwellings.
 - Design the internal dwelling layout to separate noisier spaces from quieter spaces by grouping uses within an dwelling - bedrooms with bedrooms and service areas like kitchen, bathroom, and laundry together.

3.8 Site Services

Objectives

- a) To ensure that the required services are provided.
- b) To ensure that the services provided are easily protected or maintained.

Controls

Letterboxes

1. Letterboxes shall to be provided for each dwelling on site, easily accessible from the street, able to be securely locked and provided in accordance with Australia Post's requirements.
2. Freestanding letterbox structures should be designed and constructed of materials that relate to the main building.
3. Residential numbering should be attached to the letterbox so that it is clearly visible from the street frontage. Numbers should be 75mm in height, reflective and in contrast to the backing material.

3. Promote equity by:
 - Ensuring the main building entrance is accessible for all from the street and from car parking areas.
 - Integrating ramps into the overall building and landscape design.
4. Maximise the number of accessible and adaptable dwellings in a building by:
 - Providing more than one accessible entrance where a development contains clusters of buildings.
 - Separating and clearly distinguish between pedestrian accessways and vehicle accessways.
 - Locating vehicle entries away from main pedestrian entries and on secondary frontages.

Dwelling Houses, Attached dwellings and Semi-detached dwellings

Objectives

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need for on street car parking from new dwellings.
- c) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. At least one car parking space must be provided behind the front setback.
3. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3 m wide internally and unobstructed.
- d) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- e) To minimise the need for on street car parking from new dwellings.
- f) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

6. Two car parking spaces shall be provided for each dwelling.
7. At least one car parking space must be provided behind the front setback.
8. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
9. A single garage is to be a minimum of 3 m wide internally and unobstructed.
10. Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and:
 - a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
 - b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or

- c. In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

4.7 Landscaping and Fencing

Landscaping

Objectives

- a) To retain existing mature trees within the site in a way which ensures their ongoing health and vitality.
- b) To provide privacy, summer shade and allow winter sun.
- c) To enhance the existing streetscape and visual appearance of dwellings.
- d) To encourage landscaping that is appropriate to the natural, cultural and heritage characteristics of its locality.
- e) To ensure the visual impact of development is minimised and integrated into the streetscape.

Controls

1. The front and rear setback areas of development are to be utilised for canopy tree planting. The landscape design for all development must include canopy trees that will achieve a minimum 8m height at maturity within the front and rear setback areas.
2. At least one tree shall be planted in the landscaped areas. The tree must reach a mature height of over 8m.
3. Landscape planting should be principally comprised of native species to maintain the character of Liverpool and provide an integrated streetscape appearance. However, Council will consider the use of deciduous trees in small private open space areas such as courtyards for control of local microclimate and to improve solar access.
4. Any tree with a mature height over 8m should be planted a minimum distance of 3m from the building or utility services.

Note: It is important to retain significant vegetation to maintain an existing streetscape and enhance the visual appearance of new dwellings.

Fencing

Objectives

- a) To provide a clear transition between public and private areas.
- b) To provide a visual element within the streetscape.
- c) To ensure fencing enhances the streetscape.

Controls

1. Wall finishes must have low reflectivity.
2. Where noise insulation is required, consider the installation of double-glazing or other noise attenuation measures at the front of the building rather than construction of a high solid form fence.

Primary Frontage

1. The maximum height of a front fence is 1.2m.

Liverpool Development Control Plan 2008
Part 3.2
Dwelling Houses on Lots greater than 400sqm
in the R2, R3 and R4 zones

19 February 2014

Part 3.2 must be read in conjunction with Part 1
Check if any Locality Parts also apply

7. Car Parking and Access

Objectives

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need for on street car parking from new dwellings.
- c) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. At least one car parking space must be provided behind the front setback.
3. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3 m wide internally and unobstructed.
5. Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and:
 - a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
 - b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or
 - c. In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

8. Amenity and Environmental Impact

Overshadowing

Objective

To minimise overshadowing of neighbouring dwellings and their private open space.

Controls

1. Adjoining properties must receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least:
 - One living room, rumpus room or the like.
 - 50% of the private open space.

Privacy

Objective

To site and design buildings in a manner which protects the visual privacy of adjoining dwellings and their private open space.

Controls

1. Habitable room windows facing side boundaries are to be offset by at least 1m from any habitable room windows in an adjoining dwelling (See Figure 7)

Liverpool Development Control Plan 2008
Part 3.3
Dwelling Houses on Hatchet Shaped Lots
in the R2, R3 and R4 zones

19 February 2014

Part 3.3 must be read in conjunction with Part 1
Check if any Locality Parts also apply

7. Car Parking and Access

Objectives

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability.
- b) All vehicles must be able to enter and exit the driveway in a forward direction.
- c) To minimise the need for on street car parking from new dwellings.
- d) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. All dwellings on hatchet shaped lots must provide a turning area to allow cars to enter and exit in a forward direction (See Figure 7).
3. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3 m wide internally and unobstructed.
5. Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and:
 - a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
 - b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or
 - c. In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

Liverpool Development Control Plan 2008
Part 3.4
Semi-Detached and Attached Dwellings
(Duplexes and Terraces) in the R2, R3 and R4* zones

19 February 2014

Part 3.4 must be read in conjunction with Part 1

Check if any Locality Parts also apply

***R4 permits Attached Dwellings**

7. Car Parking and Access

Objectives

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need on street parking from new dwellings.
- c) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. One space per dwelling is permitted in front of the setback from the street frontage.
3. A car parking space is to be a minimum dimension of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3 m wide internally and unobstructed.
5. Kerbs shall be provided along the edge of all internal driveways.
6. Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and:
 - a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
 - b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or
 - c. In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

Liverpool Development Control Plan 2008
Part 3.5

**Dwelling houses on Lots less than 400sqm
in the R2, R3 and R4 Zone**

19 February 2014

Part 3.5 must be read in conjunction with Part 1
Check if any Locality Parts also apply

7. Car Parking and Access

Objectives

- a) To provide car parking facilities on site that are convenient, safe and have sufficient space for vehicular manoeuvrability, whilst being visually unobtrusive.
- b) To minimise the need for on street parking from new dwellings.
- c) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

1. Two car parking spaces shall be provided for each dwelling.
2. At least one car parking must be provided behind the front setback.
3. A parking space is to be a minimum of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3m wide internally and unobstructed.
5. Kerbs shall be provided along the edge of all internal driveways.
6. Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and:
 - a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
 - b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or
 - c. In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

Edmondson Park South

Development Control Plan 2012

November 2012

6.9 Car Parking and Vehicular Access

Objectives

- 1) To reduce the visual impact of garages, carports and parking areas on the streetscape and improve dwelling presentation.
- 2) To minimise the impact of vehicle access points and driveway crossovers on the quality and safety of the public domain.
- 3) To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings

Controls

- 1) Each dwelling may provide a maximum of two on-site car parking spaces. At least one car parking space must be provided behind the front building line.
- 2) A single front access garage is only permitted on lots 8m wide or greater and a double front access garage is only permitted on lots 12.0m wide or greater.
- 3) For lots less than 8m in width (as measured at the front building line), vehicular access is to be provided from a rear laneway or secondary street. However, lots down to 7.5m may have vehicular access from the primary street frontage if the dwelling is attached and
 - a) is approved in principle in the BSEP, and
 - b) is two storey at the front facade, and
 - c) has a habitable room on the ground floor, and
 - d) the proposed design, form and detailing reduces the visual dominance of the garages in

	4.5-8m	3-12m	
	0m	3.2m	12m+
Maximum Width	6m		

- 4) On single garages in rear lanes, the minimum width of the opening is 3.3m to allow for sweep paths.
- 5) Garages are required to be setback at least 5.5m from the street boundary and at least 1 m behind the building line of the dwelling house. On a corner lot in Small Lot Housing Areas, a detached rear garage that fronts a secondary street is to be setback a minimum of 0.5m from the street boundary. The garage setback to a rear laneway is also to be a minimum of 0.5m.
- 6) The design of garages is to be consistent with the following principles:
 - a) be a minor element of the facade and should be articulated with features such as overhanging verandahs and pergolas etc, and
 - b) be compatible with the building design in terms of height, roof form, detail, materials and colours.
- 7) The conversion of garages to living space may only be permitted if:
 - a) At least one car parking space is provided behind the front setback.
 - b) The additional living area does not result in the building exceeding the maximum permitted floor space ratio.
- 8) All parking spaces must comply with AS 2890.1—2004, Parking Facilities—Off-street car parking.
- 9) An open hard stand car parking space must measure at least 2.6m wide and 5.4m long when unobstructed on both sides. 0.3m shall be added to the width where one side is obstructed and 0.6m added to the width where both sides are obstructed.
- 10) A driveway on a lot and its access must be constructed in accordance with AS 2890.1---2004, Parking Facilities—Off-street car parking.
- 11) A lot on which an off-street car parking space is provided or retained must have a driveway to a public road.
- 12) Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and vehicles. For corner lots, off street car parking should be located on the secondary frontage wherever possible.
- 13) The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and tree bays and is to maximise the availability of on-street parking.
- 14) The driveway crossing the verge between the property boundary and the kerb is to have a maximum width of 5.5m.
- 15) Driveways are not to be within 0.5m of any drainage facilities on the kerb and gutter.
- 16) Driveways are to have soft landscaped areas on either side, suitable for infiltration.
- 17) In Small Lot Housing Areas, access to corner lot is preferred from the lesser order street or rear lane.
- 18) Driveways are not to be within 6m of the tangent to the kerb return, except on laneways.
- 19) Access to allotments in the vicinity of roundabouts and associated splinter islands shall not be provided within 10m of the roundabout.
- 20) Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and;

- a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
- b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or
- c. .In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

Liverpool Growth Centre Precincts

Development Control Plan

18 June 2021



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4.2.7 Private Open Space

Objectives

- a. To provide a high level of residential amenity with opportunities for outdoor recreation and relaxation.
- b. To enhance the spatial quality, outlook, and usability of private open space.
- c. To facilitate solar access to the living areas and private open spaces of the dwelling.

Controls

1. Each dwelling is to be provided with an area of Principal Private Open Space (PPOS) consistent with the requirements of the relevant **Tables Table 4-2 to Table 4-6**.
2. The location of PPOS is to be determined having regard to dwelling design, allotment orientation, adjoining dwellings, landscape features, topography.
3. The PPOS is required to be conveniently accessible from the main living area of a dwelling or alfresco room and have a maximum gradient of 1:10. Where part or all of the PPOS is permitted as a semi-private patio, balcony or rooftop area, it must be directly accessible from a living area.
4. Open space at the front of the dwelling can only be defined as PPOS where this is the only means of achieving the solar access requirements of control 1 above. PPOS at the front of a dwelling must be designed to maintain appropriate privacy (for example raised level above footpath or fencing or hedging) and be consistent with the streetscape design controls in **clause 4.2.2**.

4.2.8 Garages, Storage, Site Access and Parking

Objectives

- a. To control the number, dimensions and location of vehicle access points. To reduce the visual impact of garages, carports, and parking areas on the streetscape.
- b. To provide safe, secure and convenient access to parking within garages, carports and parking areas, with casual surveillance of private driveways from dwellings and from the street.
- c. To minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths.
- d. To provide predominantly on-site parking for residents.
- e. To ensure the adoption of sustainable transportation practices by the integration of electric vehicle charging infrastructure in all new dwellings.

Controls

1. 1-2 bedroom dwellings will provide at least 1 car space.
2. 3 bedroom or more dwellings will provide at least 2 car spaces.
3. At least one car parking space must be located behind the building façade line where the car parking space is accessed from the street on the front property boundary.
4. Any new dwelling shall be provided with a dedicated 32-amp circuit provided in the electricity distribution board for the purpose of vehicle charging, and:
 - a. a minimum of 1, 7 kW (32 A) type 2 electric vehicle charger located in the garage, carport or other parking area, Or
 - b. That the electrical distribution board is adjacent to the garage, carport or other parking area, Or
 - c. In instances where the electrical distribution board is not on the wall adjacent to a garage, carport or other parking area, an electrical conduit, pull-string and cover-plate is provided between the electrical distribution board and the vehicle parking area in a manner which permits a vehicle charger to be installed without penetrating any wall, ceiling or floor.

Note: A car space may include a garage, carport or other hard stand area constructed of materials suitable for car parking and access. The required car parking spaces specified above may be provided using a combination of these facilities, including use of the driveway (within the property boundary only) as a parking space.

5. Vehicular access is to be integrated with site planning from the earliest stages of the project to eliminate/reduce potential conflicts with the streetscape requirements and traffic patterns, and to minimise potential conflicts with pedestrians.
6. Driveways are to have the smallest configuration possible (particularly within the road verge) to serve the required parking facilities and vehicle turning movements and shall comply with AS2890.
7. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and trees and is to maximise the availability of on-street parking.

Notes: Clause 3.2 requires plans of subdivision to nominate driveway locations and preferred building envelopes. The design of dwellings should refer to the approved subdivision plans and be consistent with the nominated driveway locations to the greatest practical extent.

Controls for driveways and access to corner lots are contained in **Section 3.2** and **Figure 3-7**.

7. Driveways are not to be within 1m of any drainage facilities on the kerb and gutter.
8. Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and motorists.
9. Driveways are to have soft landscaped areas on either side, suitable for water infiltration.
10. Garages are to be designed and located in accordance with the controls in relevant **Tables Table 4-2 to Table 4-6**.
11. Garage design and materials are to be consistent with the dwelling design.

For front loaded garages:

12. The external wall, which includes the garage door, associated with a dwelling is to have a maximum width of:
 - 3m for a single car space (including those in a tandem arrangement), or
 - 6m for a two car wide space.
13. Minimum internal dimensions for a single garage are 3m wide by 5.5m deep and for a double garage 5.6m wide by 5.5m deep.
14. Garage doors are to be visually recessive through use of materials, colours, and overhangs such as second storey balconies.
15. Three car garages are only permitted in the Environmental Living and Large Lot Residential zones where:
 - At least one of the garage doors is not directly visible from a public road; or
 - One of the car spaces is in a stacked configuration; or
 - The total width of the garage is not more than 50% of the length of the building facade.

For garages accessed from a laneway or shared driveway:

16. Minimum garage door width of 2.4m (single) and 4.8m (double).