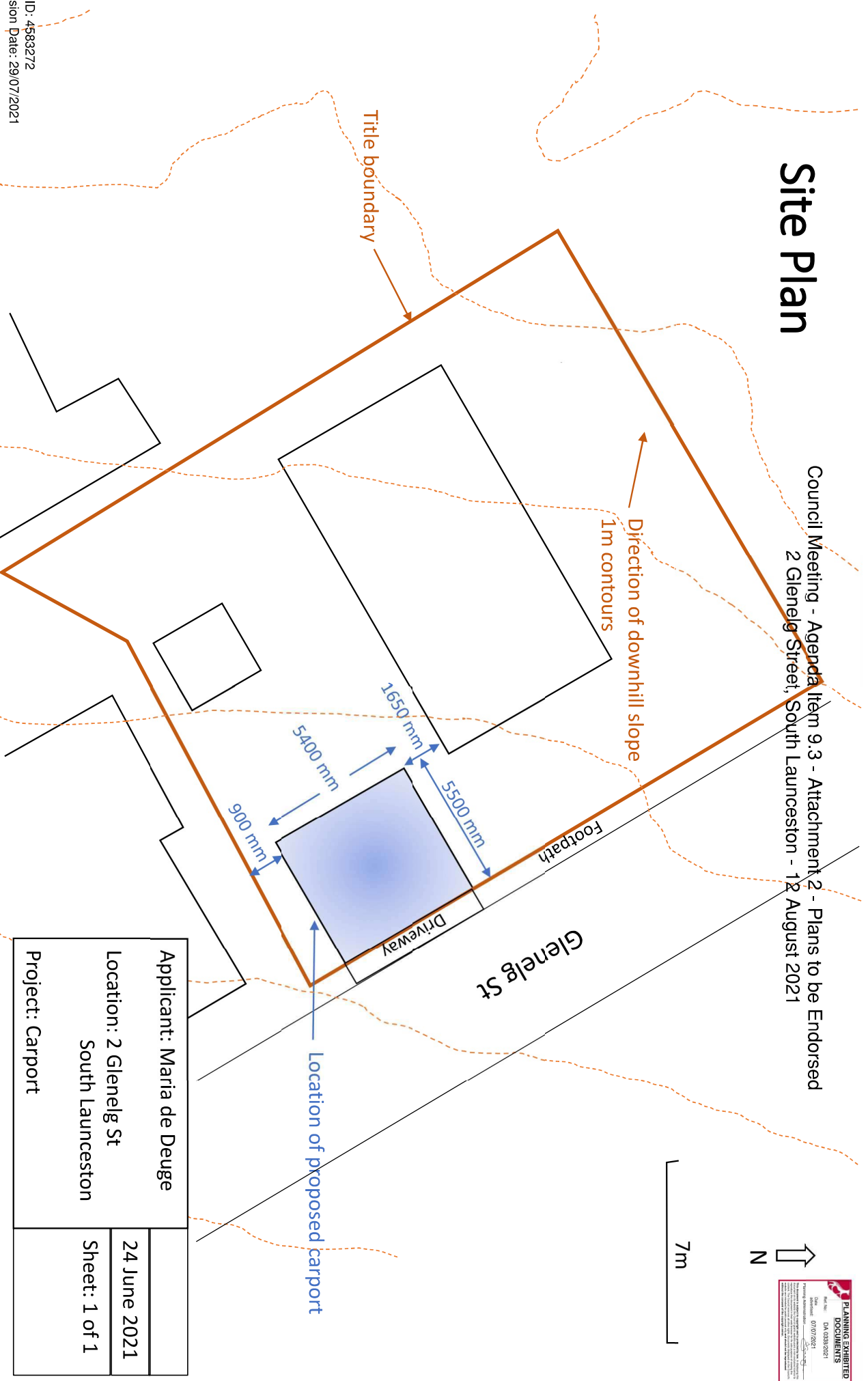


Site Plan

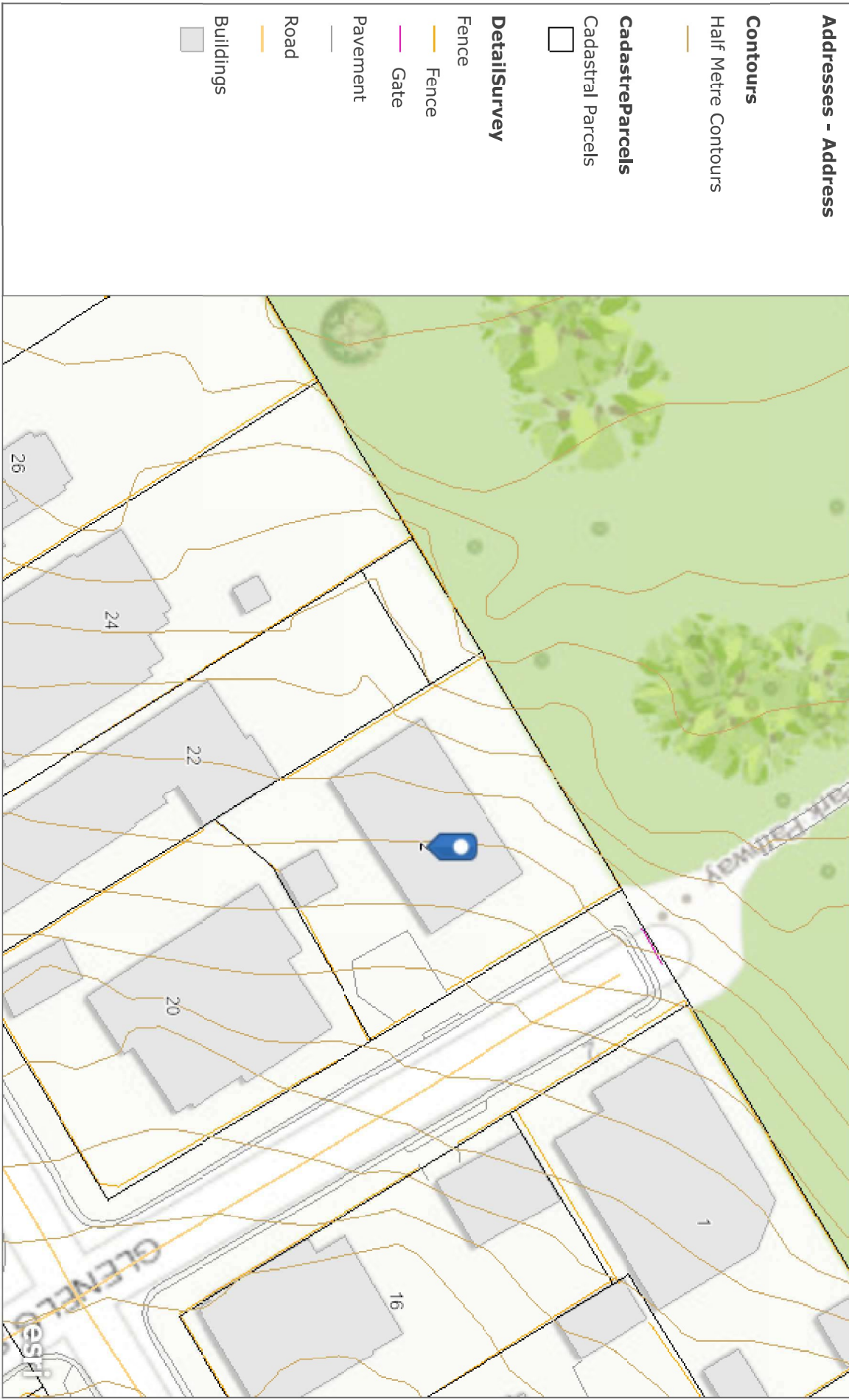
Council Meeting - Agenda Item 9.3 - Attachment 2 - Plans to be Endorsed
 2 Glenelg Street, South Launceston - 12 August 2021



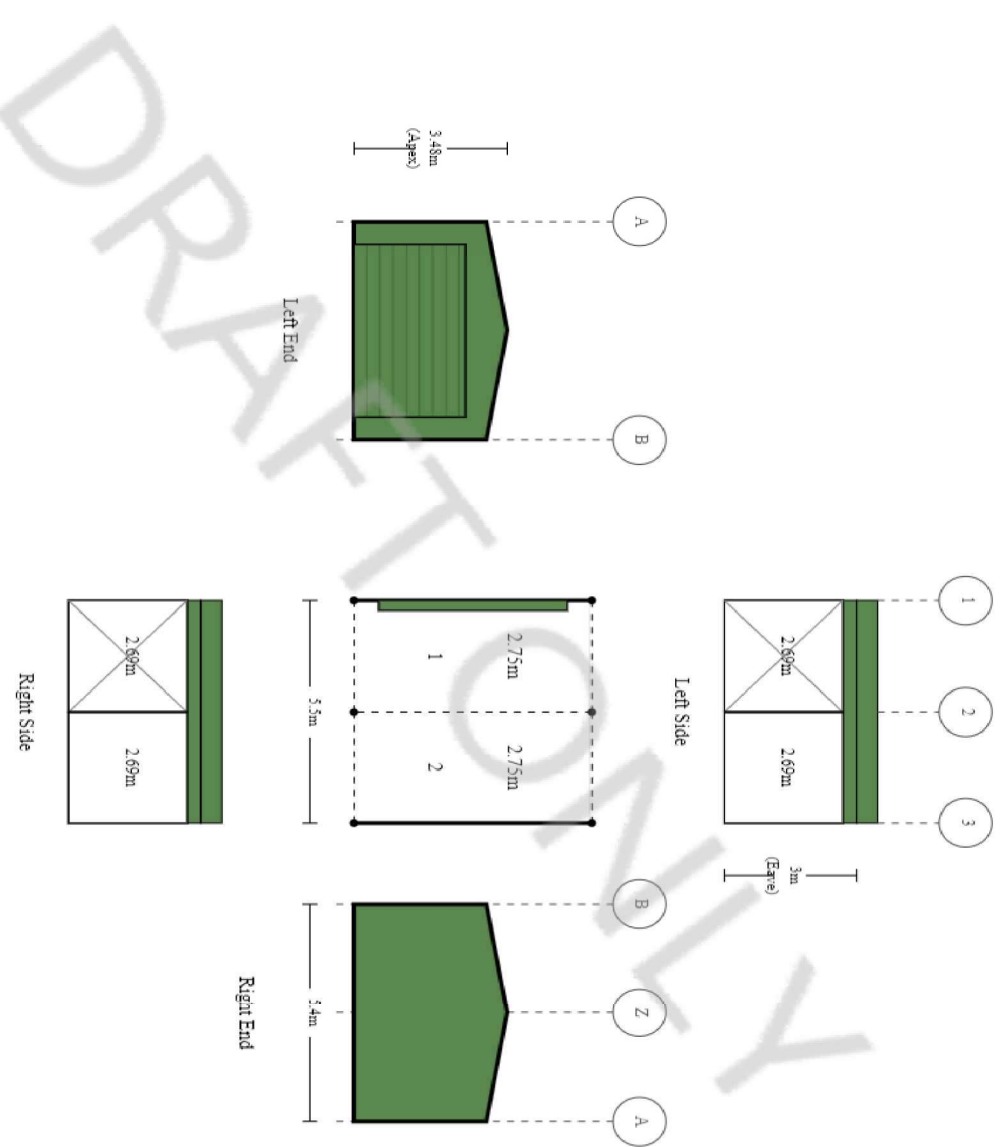
Applicant: Maria de Deuge	
Location: 2 Glenelg St South Launceston	
Project: Carport	24 June 2021
	Sheet: 1 of 1



Stormwater & Underground Utilities Map



City of Launceston, Esri, HERE, Garmin, USGS | (c) Launceston City Council 2017 | the LIST State of Tasmania | the LIST State of Tasmania



Purchaser Name: Maria De deugs

Site Address: 2 Geneieg Street South Launceston TAS 7249 Australia

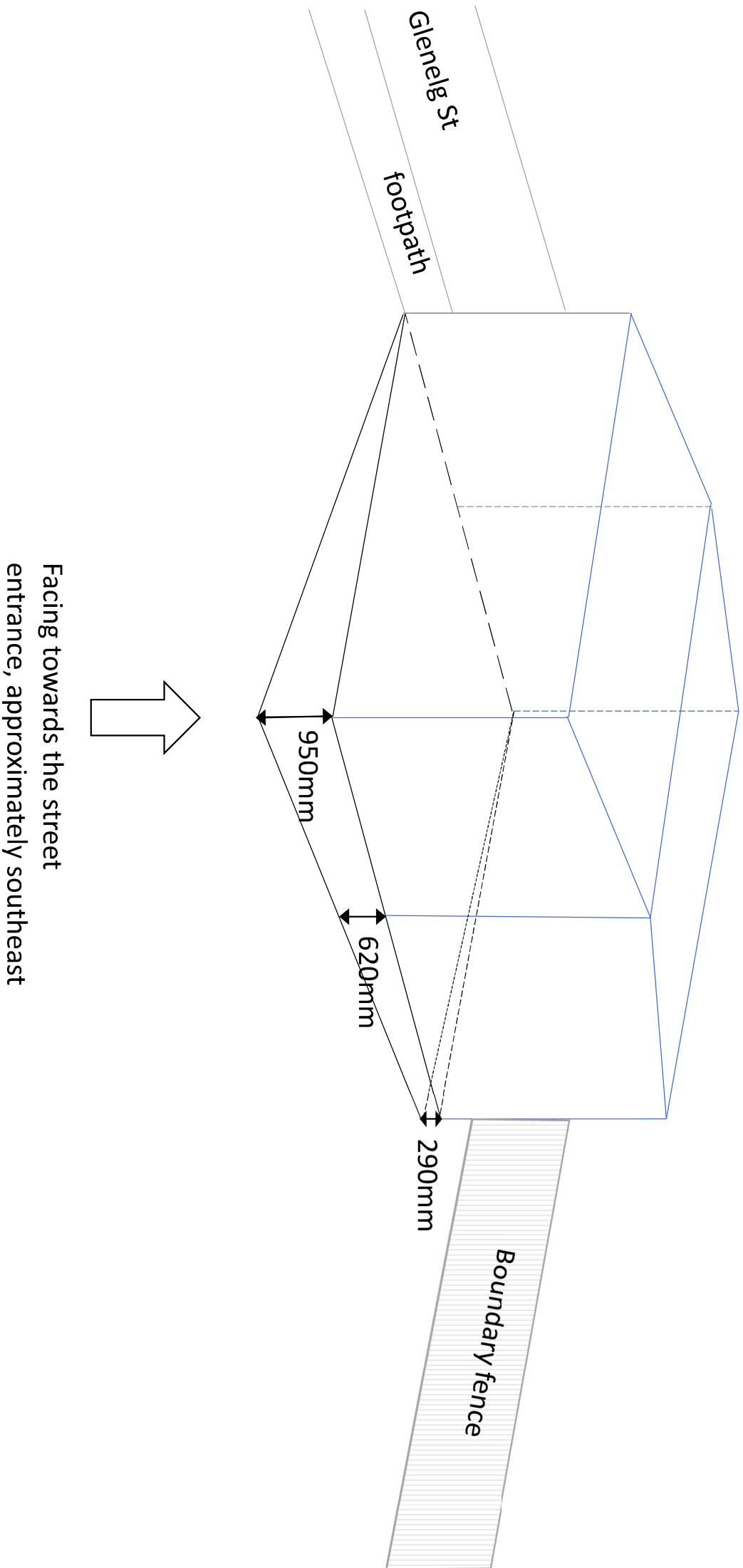
Drawing # 60d8879-4c7e-4e85-a777-bd6536343ed7

Print Date: 22/06/21

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 Email: ray.heald@theshedcompany.com.au

CONCRETE SLAB HEIGHTS



DA0338-2021 – CARPORT AT 2 GLENELG ST

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A. RESPONSES TO SUBMISSIONS for DA0338-2021

DA0338-2021 was submitted on 28 June 2021 for a prefabricated carport to be erected at 2 Glenelg Street, South Launceston, over an existing parking area. The purpose of the carport was not only to provide weather cover for the two cars which are always parked there, but also to provide security and protection in the form of a roller door, against car vandalism from the significant foot traffic that passes by to the park, and damage from visiting cars who regularly use the driveway of 2 Glenelg Street to turn around in the tight dead-end street. Damage has occurred as a result of the exposed nature of this parking area.

Four submissions were received in response to DA0338-2021, they are appended below. The concerns raised can be grouped into five categories:

1. Shading and natural light.
2. Aesthetics and visual amenity.
3. Carport size and height.
4. Potential industrial use and noise.
5. View to Coronation Park.



Detailed responses for the five categories of concern are given in parts 1 to 6 below. Following this, the four submissions are analysed in the Section B Summary Table, and responses provided for each of the concerns. Shadow diagrams are provided in section C.

1. SHADING AND NATURAL LIGHT

It was suggested that the proposed carport will reduce natural light to and cause shadowing of the adjacent property, leading to dampness and mould. Shadow diagrams were produced for 9AM, 12 noon and 3PM for the shortest day of the year, 21 June (see section C Shadow Diagrams below). At 9AM, the maximum shadowing only came up to 0.6m on the boundary fence with 22 Eardley Street. At 12 noon, the shadow fell across the boundary fence to 20 Eardley Street. If the wall of this dwelling were unobstructed, the shadow would fall 0.8m up the dwelling wall, well below window height. However, this wall is currently obstructed by an attached staircase banister thickly covered in vines, and trees on the boundaries, so it is already in shadow from these (see photos below). At 3PM, the shadow falls on the easternmost 1.8m of the dwelling, where there are no windows.

An additional shadow diagram was done for 12 noon on 9 August and 4 May, to show that between 9 August and 4 May (9 months), there was no shadowing of the dwelling at 20 Eardley Street at noon.



The proposed carport therefore has negligible effect on the natural light and shadowing of the adjacent properties because the minimal amount of shadowing that would occur is already caused by the banister and surrounding vegetation.

2. AESTHETICS / STREET APPEAL

It was suggested that the size (height 3.48m by width 5.4m) and aesthetics of the proposed carport is not in keeping with the streetscape neighbouring residential area. However directly opposite of the proposed site just 12m away, is a double garage of the *same* construction type and material as the proposed carport (adjoining 16 Eardley Street – see picture below). The dimensions of the garage at 16 Eardley Street exceed those of our proposal (height 3.7m, width 7.0m) and fronts directly onto the small street. The colour (cream and grey) and gable roof of the proposed carport were chosen to match this garage and numerous other houses in the immediate neighbourhood. There is only one other house facing into this small street (1 Glenelg Street, which is tenanted), so street appeal is not directly applicable to the respondents.



There are at least two other (larger) carport / garages of the same construction type within 1 km of the proposed site fronting small streets (20 Garfield Street, 36 Garfield Street, see pictures below).



We contend that the proposed carport is consistent and compatible with the neighbouring residential area as there are very similar, larger pre-existing structures in the same and nearby streets.

3. STANDARD CARPORT SIZE AND HEIGHT

It was suggested that the proposed carport is bigger than necessary. The carport width satisfies frontage regulations and the dwelling remains the dominant built form. The existing parking area is a double space, currently holding 2 cars, so the carport will hold 2 cars. The following size data is from <https://buildsearch.com.au/garage-size> :

The average medium car is 4.6m long and 1.8m wide and medium SUV is 4.8m long and 1.9m wide. The minimum double carport/garage size according to Australian Standards AS 2890.1 is 5.4m x 5.4m with headroom of 2.3m. The average double carport / garage is 6m x 6m to comfortably accommodate two family cars.

The proposed carport width and length is just slightly larger than the minimum size necessary for a double carport.

The carport will house one small car and one large SUV with roof rack, which is 2.1m high. The height chosen is the minimum necessary to fit the SUV through the roller door opening. The design is complicated by the need to fit a tapered roller door due to the slope of the footpath and existing structure. The manufacturer's design specification require height allowances for the following:

- door opening with clear height of 2.3m, to accommodate the SUV plus a 0.2m safety margin;
- taper of sloped door in opening (0.25m);
- diameter of rolled-up roller door (0.45m); and
- a minimum gradient of 10° from eaves to apex, resulting in a gable height of (0.48m).

The total height of the structure to the roof ridgeline is therefore 3.48m. At the eaves, the height is 3.0m at the north-western corner of the carport, and approximately 2.75m at the south-eastern corner.

A skillion roof was considered, but the minimum 6° gradient over the full 5.4m width of a skillion roof (0.57m), adds more height than the minimum 10° gradient over the half 2.7m width of a gable roof (0.48m). The skillion roof has a resulting apex height of 3.57m. A skillion roof would also not suit the character and aesthetics of the neighbourhood.

The proposed carport height of 3.48m is the minimum required to be fit for purpose.

4. POTENTIAL INDUSTRIAL USE / NOISE

It was suggested that the proposed carport may potentially be put to industrial use. The existing parking area is used for parking two cars and once the carport is built, it will be put to the same use. The purpose of the carport is to offer protection and security for the cars. It is not suitable or intended for industrial use. In any event, the property is zoned 'General Residential' and industrial or commercial use would be prohibited.

There were also concerns that the proposed carport could generate extra noise for the bedrooms in the adjacent property. Since the current parking use would not change, there would be no extra noise generated. If anything, noise would be reduced, as the cars would not have to be idled in place on cold mornings to rid them of frost.

The proposed carport will be put to the same residential use as the space is currently used for, generating no extra noise.

5. VIEW TO CORONATION PARK

This is the main concern of the respondent from 20 Eardley St, who expressed concern that their view to Coronation Park will be obstructed. We have spoken with these neighbours about it, and used a tape measure to gauge the level of obstruction. Their view spans both the park area and the sports field. Their view of the *park area* is unaffected by the proposed carport. The view of the *sports field* to the northeast is, however, affected. When viewed from their deck area, it appears their view of the *sports field* will be reduced by approximately 20%. From the kitchen, it appears approximately 60% of the view of the *sports field* will be impacted.

The eave height of 3.0m is the limiting factor in obstructing the view (rather than the apex height of 3.48m) and, as described above under 3. *Carport Size and Height*, this is the minimum eave height required to accommodate the SUV. We will request the supplier of the structure to advise whether there is any way to reduce this eave height, noting that a small reduction in eave height will not have any beneficial effect, as the eave is well above the horizon when viewed from 20 Eardley St. While we are sympathetic to the concern raised, reducing the dimensions of the proposed structure to adequately mitigate the suggested impact makes it unfit for purpose.

6. REGULATORY COMPLIANCE

The Launceston Interim Planning Scheme 2015 regulations section 10.0 *General Residential Zone 10.4.11 Outbuilding, Swimming Pools and Fences* is applicable to this development application. Specifically, the performance criteria which are relevant to this proposal and submissions are those referring to the visual impact on the streetscape and overshadowing of adjoining lots. These have been addressed previously. The performance criteria do not require that the views from adjacent lots remain unrestricted. However, we would like the best outcome for all parties and we are open to *reasonable and practical* proposals.

B. SUMMARY TABLE OF SUBMISSIONS AND RESPONSES

SUBMISSION 1

SUBMISSION	RESPONSE
The proposal is named as a "residential - construction of a carport". However, the plans on display would indicate that this proposed construction is for an industrial shed, not a carport which I believe is unsuitable for the neighbourhood.	The proposed structure is consistent with the existing streetscape and other similar garages and carports in the neighbourhood (see section 2. <i>Aesthetics and Street Appeal</i>).
The proposed shed design on the planning applications is for the structure to be a height of 3.48m and be 5.5m by 5.4m which is extremely large for a carport. The average car is only 1.5m in height so it is unnecessary for this structure to be an additional 2m higher than is required. It is also considerably longer and wider than the average car	No evidence was submitted to support this point. Section 3. <i>Carport Size and Height</i> notes that the dimensions of the proposed structure are only slightly larger than the minimum for a double carport and the height is the minimum required to be fit for purpose.
The size of the proposed structure is disproportionately large for the block and the house which is on the property and will be unattractive from a street appeal perspective.	There is no evidence to support this point. Section 2. <i>Aesthetics and Street Appeal</i> demonstrates that the dimensions and visual amenity of the proposed structure are consistent with the existing streetscape of the neighbourhood. Section 3. <i>Carport Size and Height</i> shows that the structure is just above the minimum size for a double carport.
A car port is also usually a structure without any walls. The proposal application is for a structure with walls. Hence, one can question whether the structure will be used for a carport or that other more industrial type activities will take place in the shed which would not be in keeping with the neighbourhood.	This is speculation on the intended use, without evidence. It will continue to be used to accommodate 2 cars. The use of the proposed structure for commercial/industrial use is prohibited by the "General Residential" zoning of the property (see section 4. <i>Potential Industrial Use</i>).
Overall, I am very disappointed that this application has been submitted and wish to strongly object to the approval of this structure in its current form.	No response.

SUBMISSION 2

SUBMISSION	RESPONSE
My main concern is regarding the height of the structure and its potential to cause shading for the residence at This is of great concern as it will decrease the amount of light and sun into this residence and potentially cause problems with moss and mould growing on this house. It is so important for a home to receive natural light and it will create a greater burden on heating this house, which seems unfair especially in these times when climate change and the need to reduce energy consumption is so important. If the height of the proposed structure was reduced this would help mitigate the potential problems and consequences of shading and light reduction. .	<p>The potential for shading of adjoining properties is described in section 1. <i>Shading and Natural Light</i>. Shading diagrams are enclosed below under section B. <i>SHADOW DIAGRAMS</i> below.</p> <p>The proposed carport has negligible effect on the natural light and shadowing of the adjacent properties because the minimal amount of shadowing that would occur is already caused by the banister and surrounding vegetation.</p>

SUBMISSION 3

SUBMISSION	RESPONSE
<p>I am writing to you to lodge an objection to the Notice of Planning Application DA0338/2021 at 2 Glenelg Street, South Launceston.</p> <p>I live atand have significant concerns regarding the consequences of construction of this carport.</p>	<p>No response.</p>
<p>In particular my concerns are that this construction will impact on the natural light to my property and cause shadowing to the rear of my house and outdoor entertaining area. Given this structure will be built extremely close to the boundary of my property it is likely that mould/ dampness could develop due to the lack of natural sunlight and airflow between my existing property and this proposed structure.</p>	<p>The potential for shading of adjoining properties is described in section <i>1.Shading and Natural Light</i>. Shading diagrams are enclosed below under section <i>B.SHADOW DIAGRAMS</i>.</p> <p>The proposed carport has negligible effect on the natural light and shadowing of the adjacent properties because the minimal amount of shadowing that would occur is already caused by the banister and surrounding vegetation.</p>
<p>My other concern is the height of the proposed carport. Not only would the proposed structure reduce the amount of light to the property, it would also impact the view to the parklands adjacent to 2 Glenelg Street, South Launceston. One of the reasons I purchased my property was for the natural light and view of the beautiful, quiet park, and a height of 3.4metres will significantly obstruct this.</p>	<p>The issue of visual amenity and views to the park from the adjoining property is dealt with in <i>section 5. View to Coronation Park</i>. While we are sympathetic to the concerns raised, reducing the dimensions of the proposed structure to adequately mitigate the suggested impact makes it unfit for purpose.</p> <p><i>Section 2. Aesthetics / Street Appeal</i> notes that the dimensions of the proposed structure are consistent with or smaller than other similar structures in the neighbourhood.</p>
<p>Furthermore, I am concerned regarding the amount of noise that could be made in the proposed carport/shed, given the rear of my house is beside it. There are two bedrooms that are at the back of my house, that are effectively next door to this proposed structure.</p>	<p>The use of the area will be unchanged from what it is today, as described in section <i>4. Potential Industrial Use / Noise</i>. We contend that noise will not be increased as a result of the proposal and may even be reduced for the adjoining property.</p>
<p>Moreover, I am disappointed with the proposed aesthetic of the carport, that it is not in-keeping with a residential area.</p>	<p>The proposed structure is consistent with the existing streetscape and other similar garages and carports in the neighbourhood (see section <i>2. Aesthetics / Street Appeal</i>).</p>

SUBMISSION 4

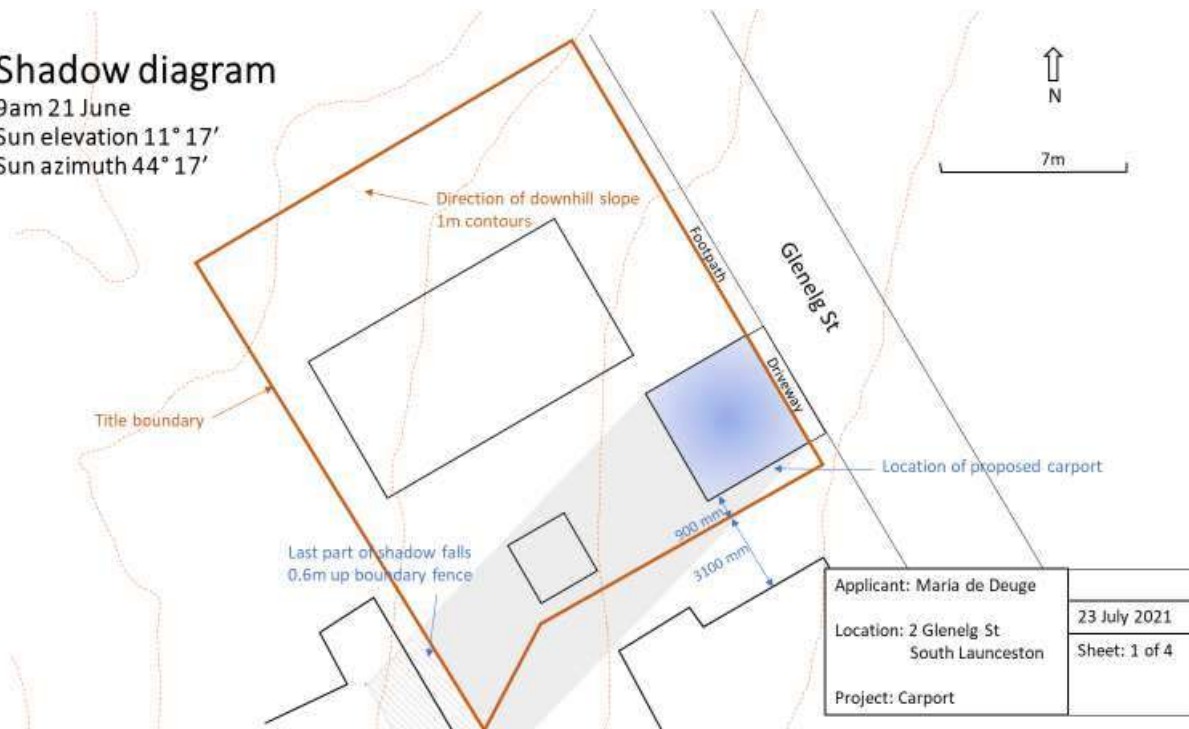
SUBMISSION	RESPONSE
<p>As looking at the plans proposed, it feels as the height and aesthetics of the garage do not keep in with the beautiful area. Even if the size of the proposed plan was smaller and less overwhelming on the small street.</p>	<p><i>Section 2. Aesthetics / Street Appeal</i> demonstrate that the dimensions and visual amenity of the proposed structure are consistent with the existing streetscape of the neighbourhood.</p>

C. SHADOW DIAGRAMS

9am 21 June 2021

Shadow diagram

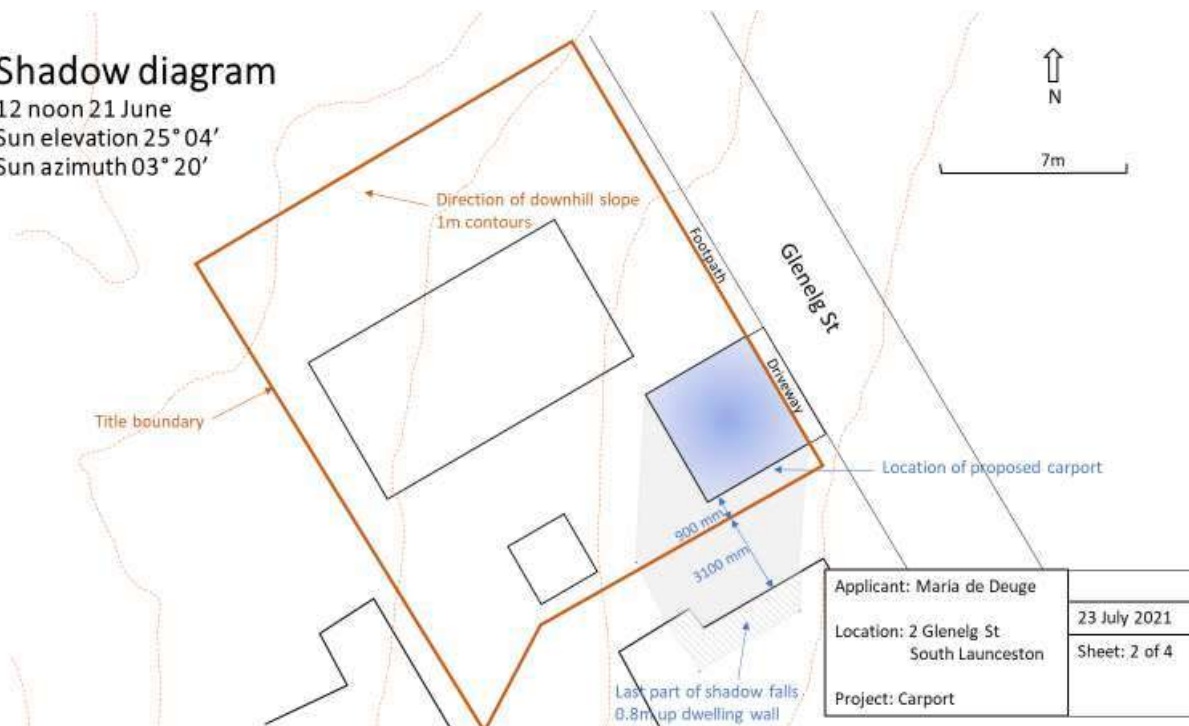
9am 21 June
Sun elevation $11^{\circ} 17'$
Sun azimuth $44^{\circ} 17'$



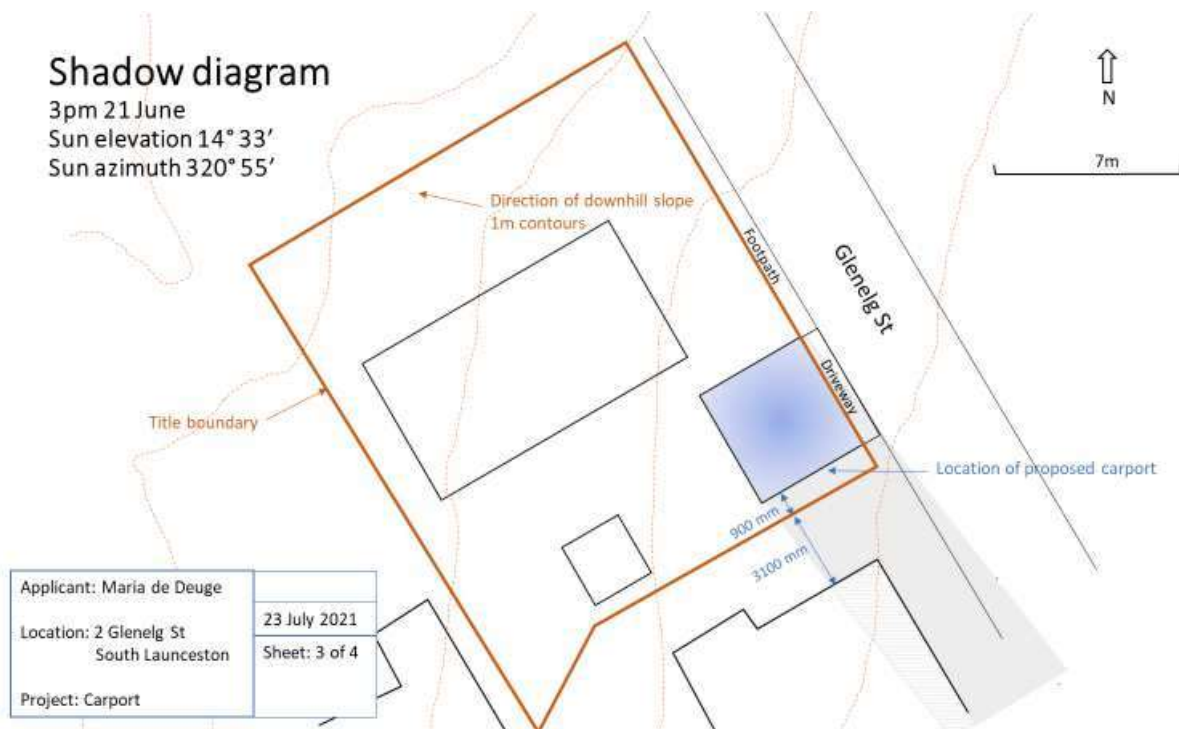
12 noon 21 June 2021

Shadow diagram

12 noon 21 June
Sun elevation $25^{\circ} 04'$
Sun azimuth $03^{\circ} 20'$



3pm 21 June 2021



12 noon 9 Aug / 4 May

