6. Dwelling house code (including granny flats, sheds, garages and carports)

Council’s Planning Scheme commenced on 1 February 2016. Since this time council has been working on the proposed amendment to the scheme to ensure it remains a living document that supports growth and maintains the region’s unique characteristics.

Council previously consulted the community on the proposed improvements to the planning scheme and supporting planning scheme policies. Council has now reviewed and considered much of this feedback, using it to inform the development of a new planning scheme amendment.

Council is now seeking community feedback on the new proposed amendment to the planning scheme and planning scheme policies.

The proposed changes generally aim to improve functionality and address implementation issues which have been identified since the planning scheme first came into effect.

The changes summarised in this information sheet may also be made in other areas of the planning scheme where similar outcomes are sought.

The proposed amendment only relates to changes to certain parts and provisions of the planning scheme. For example, whilst the proposed amendment is seeking to change car parking provisions for secondary dwellings, other requirements for secondary dwelling already exist in the planning scheme (design and setbacks etc.) and are proposed to continue. To determine the requirements for any proposed development the planning scheme must be considered in full.

The proposed key changes described in this information sheet relate primarily to the design and location of dwelling houses, secondary dwellings (or granny flats) and domestic outbuildings (sheds, garages and carports) in urban and township residential areas. Changes cover matters such as height, setbacks, carparking and size of secondary dwellings.
Proposed key changes include the following:

**Dwelling houses on sloping land**
The planning scheme contains requirements for development on sloping sites. These requirements respond to slope by regulating building and site design. Changes are proposed to remove this requirement and instead regulate the extent of earthworks and the impacts these will have on the street and adjoining residents.

These proposed changes occur in Part 6 and Part 9 of the planning scheme.

**Carparking arrangements and driveways for dwelling houses**
The proposed changes clarify that tandem car parking is allowed where three parking spaces are required per dwelling house. Additionally, changes propose to relocate requirements for driveways for dwelling houses to Planning Scheme Policy - Integrated design (Appendix A), except where there is a council approved plan of development in place.

These proposed changes occur in Part 9 of the planning scheme.

**Requirements for built to boundary walls**
Generally built to boundary walls are used for dwelling houses in higher density areas. The proposed changes clarify the existing requirements for built to boundary walls including the circumstances in which they may be built.

These proposed changes occur in Part 9 of the planning scheme.

**Windows fronting streets and parks**
The planning scheme contains a requirement that dwelling houses have at least one window of at least 1m² that overlooks public spaces (i.e. the street or a park) for casual surveillance and amenity purposes. Proposed changes clarify that multiple windows can be used cumulatively equalling 1m² rather than a single window and that the requirements further include that it also applies to secondary dwellings (i.e. granny flats).

These proposed changes occur in Part 6 and Part 9 of the planning scheme.

**Size of Secondary dwellings (or granny flats)**
Secondary dwellings (or granny flats) are built in close proximity to or attached to a primary dwelling (main house). The planning scheme currently limits the size of a secondary dwelling (granny flat) based on the road frontage. Changes are proposed to introduce a blanket 55m² gross floor area maximum in general residential and township residential areas.

These proposed changes occur in Part 6 and Part 9 of the planning scheme.

**Measuring separation distance between Primary and Secondary dwellings**
Secondary dwellings are intended to be located in proximity to the primary dwelling (main house). The planning scheme requires Secondary dwellings to be located within 10m of the main dwelling in urban residential areas. Changes clarify how the separation distance is measured (i.e. from the outermost projection of the primary dwelling to the outermost projection of the secondary dwelling) and that the entire secondary dwelling does not need to be contained within 10m.

These proposed changes occur in Part 6, Part 7 and Part 9 of the planning scheme.
Carparking requirements for Secondary dwellings
The planning scheme requires car parking for secondary dwellings (granny flats) to be co-located with the parking for the primary dwelling in urban and township residential areas. This assists to make the primary and secondary dwelling appear as one dwelling. Changes are proposed to clarify that the requirement to co-locate parking does not apply to corner lots with two frontages. The proposed changes also include a requirement for an additional designated car parking space for the secondary dwelling (granny flat).

These proposed changes occur in Part 6 and Part 9 of the planning scheme.

Design and location of domestic outbuildings (sheds, garages and carports)
Proposed changes include the provision of further guidance around the design and location of domestic outbuildings in general residential areas to avoid negative impacts on the streetscape or adjoining properties.

These proposed changes occur in Part 9 of the planning scheme.

Width of garage and carport openings on narrower lots
On more narrow lots, garages and carports can dominate street frontages if they are out of proportion with the associated dwelling house. Changes are therefore proposed to allow more flexibility in the width of garage and carport openings on narrower lots as long as they are positioned behind the building line of the dwelling (to reduce their impact and dominance).

These proposed changes occur in Part 6 and Part 9 of the planning scheme.

Setbacks for carports
Proposed changes identify an exception to existing setback distances for carports if the associated dwelling house was built before 2005. In that case the setback distances of an adjoining carport or garage are proposed to be taken into account and a new carport can be set back up to the same distance or 0.5 metres (whichever is greater).

These proposed changes occur in Part 9 of the planning scheme.

Height of garages, sheds and carports
The planning scheme identifies a maximum building height for domestic outbuildings (such as garages, sheds and carports) of 3.5m. Proposed changes would allow domestic out buildings in general residential and township residential areas that comply with setback requirements to have a maximum building height of 4m and a mean height not exceeding 3.5m. Proposed changes also introduce different requirements for carports within the front setback being a maximum height of 3.3m and a mean height not exceeding 2.7m.

These proposed changes occur in Part 6 and Part 9 of the planning scheme.