

R3 | Residential Design Element Garages

Overview

As housing densities increase, the design of our houses often become narrower, while garage widths remain unchanged. If not managed properly, garages and driveways can begin to dominate suburban streetscapes. This can detract from the amenity of a street, discouraging walking and a sense of community.

There are a number of ways to minimise the prominence of garages and driveways on streets (or shared driveways), while still providing for the safe movement and parking of cars.

Purpose

This Residential Design Element is a non-statutory design guide created to assist developers, designers and planners achieve policy outcomes under the Auckland Unitary Plan (AUP). This guide provides assistance in achieving the following AUP policies:

Single House Zone Policies	Mixed Housing Suburban Zone Policies	Mixed Housing Urban Zone Policies	Terrace Housing & Apartment Buildings Zone Policies
H3.3(3)(c)	H4.3(3)(c)	H5.3(3)(c)	H6.3(3)(c)

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Design Principles

- R 3.1** Garage doors should generally be set back a minimum of 0.5m from the front facade of the house. This helps make the habitable rooms of a house more visually prominent than the garage.
- R 3.2** A garage should be no more than half the width of the street elevation of the house. This design principle also applies to shared driveways serving more than 10 dwellings if the principal pedestrian entrance to dwellings is accessed from the driveway.
- R 3.3** Garage doors should be setback a minimum of 5m from a site's front boundary, this ensures that any car parked in front of the garage does not hang over the public footpath.
- R 3.4** Large garage doors can present a visually blank frontage when viewed from the street. Consider ways in which the design of garage doors can provide visual interest while remaining in keeping with the design and character of the dwelling. This could include dividing double garage doors into two single garage doors, and/or the use of various design elements such as windows, smaller scale panels and changes in materials or colour.
- R 3.5** For developments involving multiple dwellings, consider providing vehicle access from a rear service lane, this avoids creating a series of garages and vehicle crossings on to the street.
- R 3.6** Maintain clear visibility to the road and footpath from driveways. This ensures vehicles exiting a site are able to see passing pedestrians, including children. Keeping fencing low or visually transparent near the driveway can help with this.
- R 3.7** It is recommended that at least 50% of the front yard must be landscaped and separate from vehicle areas. More information on this is contained in Design Element R1 - Front Yard Landscaping.

Getting it right



The dominance of this garage has been reduced by setting it back from the front facade of the house, and configuring it as two single garage doors. A separated, clearly defined pedestrian entrance to the front door and front yard reduces potential conflict between vehicles and people.



The garage door completely dominates the building, presenting a blank frontage to the street.

Getting it right



This garage is not set back sufficiently from the front boundary to allow space for a car to park in front of the garage. This results in the vehicle overhanging the footpath, obstructing the safe and easy passage of pedestrians.



When garage makes up less than 50% of the width of the front elevation it allows space for street facing glazing, a front door, and an attractively landscaped front yard.

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