

Justification of Carport (see plans attached) for 104 Eton Street North Perth.

The drawings provided detail how the architecture and materials of the new carport will blend in perfectly with the home behind. The scale, height and form of the structure are also clearly covered in the 3D drawing we had produced to demonstrate how it site in front of the existing dwelling.

Each of the material options and colours have been chosen to suit the character and tones of the house and the frame is a timber painted to match the front façade and the tiles will be sourced to be an exact match of the tiles on the property.

The crossover / driveway has been modified to suit the instruction from the engineering dept within the shire and as such there are no changes to the front landscape of the home.

The pillar and wall directly in front of the carport will be removed (see plans) so that the architecture of the perimeter wall ties in with the carport.

The owner is also happy to reduce the carport width to accommodate the post position sitting in line with the remaining pillar (see proposed plan)

The shire have suggested a 4m wide structure would be recommended and we have also provided this elevation in order to show that the difference between the 5.5m version and the 4m version would have little or no difference in terms of the impact on the street scape.

We understand that there are not many examples of carports in Eton Street, however a 4m wide design would in effect produce a similar result, however it would then limit the owner to one covered parking space and leave a car parked on the verge which would we feel have a far more adverse effect on the look and feel of the street.

The single carport would block any other parking bay in front of the home so the car on the verge would also mean the likely chance of the car being damaged or stolen would increase and the owners are extremely keen to have both their cars parked off the street.

Ultimately if we were to proceed with a single carport our conclusion is the impact on the street would be identical to our proposal for a double width carport at a reduced width of 5.5m.

We are not aware of any community feedback to the shire that have voiced concerns regarding the proposal and its construction would not have any impact on the owners need to park cars in this location in front of the home.

There is no suitable alternative as the rear space is an amenity area for the family and their young children.

Attached to this report are elevations of the proposed carport and site plan showing its location in relation to the boundaries and the existing home.

The option proposed by the shire was to reduce the carport width to 4m and we would suggest that either option would have a very similar impact on the street scape. In fact the 5.5m proposed version is only 400mm higher than the option we have applied for.

Any carport built in this location we would suggest changes the perspective of this part of the street. However the design indicated and the materials involved have all been chosen to reflect the character of the home and blend in with the properties architecture.

The other suggested location is off Loch Street, however the site plan shows that if we built the carport off Loch Street a large chunk of the owners amenity space would be taken up by carparking. The young family that live at the home value the space the garden provides and could not consider losing the play space their children currently enjoy.

It would make far more sense to park the cars in the location they currently occupy and that offers direct access to the front door. The current set up sees 2 cars parked in front of the home and this will not change, the carport simply provides essential shade from the sun.

We appreciate that there are not many similar structures in the street however in many of North Perths streets there are very few 2 storey homes and they are now being granted building permission in almost every location in the shire.

So a more simple carport, built in keeping with the original home and having far less impact than a larger more modern home would surely not set a dangerous precedent for a location that is already seeing massive architectural change.

If the application is declined as already mentioned the cars would remain in the front garden with one car parked on an angle and as such the amended driveway and carport would actually offer a much better perspective for the street scape.

6 Metre Wide Carport



4 Metre Wide Carport

