

GARAGES & CARPORTS in Heritage Areas and for Historic Buildings

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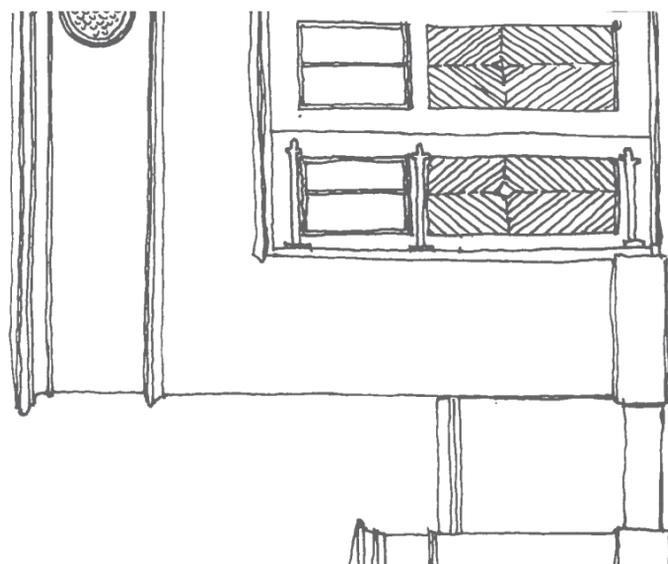
City of Cape Town Heritage advice pamphlet 6

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CITY OF CAPE TOWN | BERGENDI SESEKHA | SIYON MANTSHILO
THIS CITY WORKS FOR YOU



DESIGN



SINGLE TIMBER GARAGE DOOR WITH GLASS PANELS SOMETIMES FOUND ON OLDER DOORS



CARPORT DESTROYING HISTORIC BOUNDARY WALLS; DEFACING HOUSE AND USING ATYPICAL CONSTRUCTION MATERIALS



MATERIALS AND DETAILING

The choice of materials for new garages or carports in Heritage Areas and for historic buildings should be carefully considered. As a guide:

- Materials and detailing should match those of the existing buildings or interpret them in a contemporary manner. Materials, which are foreign to historic environments such as pre-cast concrete walls, face brick, shade cloth, and metal roller doors should be avoided.
- In general the plaster detail seen on older buildings and walls is a response to climate, for example plaster copings on the tops of walls protect them from rainwater penetration and staining and are therefore good building practice as well as aesthetically pleasing.

GARAGE DOORS

The following are important design considerations:

- Generally in Heritage Areas, garage doors are single doors. If a double garage is planned, two single garage doors separated by a masonry pillar is advised as it reduces the scale and impact of the garage on the streetscape.
- Doors are usually made of timber and are painted. Anodised aluminium doors in appropriate colours could also be used.
- Traditionally garage doors often had glass panels in the top half. A contemporary interpretation of this is appropriate.
- The door should have either vertical or horizontal divisions, depending on the existing garage doors in the street. Diagonal divisions should be avoided.
- Some existing garages have parapet walls to the street. The scale and detailing of such parapets could provide ideas for the new garage.
- For public safety, gates and garage doors are not permitted to open outward over, or slide onto the public pavement.

DRIVEWAY AND CARPORT GATES

Gates in Heritage Areas are traditionally of cast iron or timber and are well detailed. Contemporary interpretations of this traditional level of detail enhances the quality of the gate. As a guide:

- Existing and original gates with distinctive historic character should be repaired or remade to match existing gates wherever possible.
- Gates should be visually permeable so that they retain the visual link from the street to the house.
- Driveway gates should be compatible with pedestrian gates in their materials, design and character.
- Gates are not permitted to open outward across a public footway or slide onto the public footway.

PROTECTION OF TREES AND VEGETATION

In most Heritage Areas mature trees and well-established gardens contribute to the special character of the area. Vegetation softens street boundaries, enhances the spaces between the house and the street and improves the streetscape.

Garages and carports should be planned to minimise the impact on the existing vegetation. Mature trees and hedges are protected in Heritage Areas and special permission is required for their removal. See Heritage Advice Pamphlet No. 3: Cultural Landscapes and Historic Vegetation.

NARROW ROADS AND PROPERTY FRONTAGES

Many older properties in areas such as Upper Table Valley, Woodstock, Salt River, Sea Point, St. James and Kalk Bay are served by narrow roads and have narrow frontages to the street. In such areas, the provision of off-street parking is not desirable where it has a negative effect on the streetscape and reduces the possibility of kerb-side parking. Reduced kerb-side parking reduces the overall provision of neighbourhood parking.

CARRIAGEWAY CROSSINGS AND KERBSTONES

The local authority's Roads Branch assesses and approves all carriageway crossings and is responsible for all the alterations to the public footway and the kerbstones. As a guide:

- The Roads and Stormwater Branch will only permit a carriageway crossing on the advice of the Heritage Resources Section of the local authority.
- Single carriageway crossings have less environmental impact than double carriageway crossings, and are more appropriate in Heritage Areas.

LIGHTING FOR WALLS AND DRIVEWAY ENTRANCES

Lighting improves safety and security at night. Traditionally light fittings are positioned on/against piers or columns at entrance gates or fixed to the side of the wall. As a guide:

- The choice of light fitting is very important in Heritage Areas and should be in keeping with the character and style of the house.
- Lighting must always be carefully positioned to prevent light pollution to neighbours.
- Spotlights and floodlights are generally considered inappropriate for historic areas and buildings. Bright security lights should only be used if connected to movement detectors so that they switch off automatically after a few minutes. A normal bulb is usually sufficient for visibility and security reasons.
- Lighting can also be used creatively to light buildings and trees, adding interest and value to the area.

GATES



VISUALLY PERMEABLE METAL (PALISADE) GATES ALLOWING VISUAL CONTACT BETWEEN HOUSE & STREET.



OFF-STREET PARKING DESTROYING HISTORIC BOUNDARY TREATMENT AND STREETScape



GARAGE ADDITION SUBSERVIENT TO MAIN HOUSE IN SCALE AND POSITION, WITH SIMPLE NEW PIERS AND GATE



INAPPROPRIATE METAL AND SHADE-CLOTH CARPORT OBSCURING HOUSES AND DISTURBING STREET PATTERN OF FRONT GARDENS.



REQUIREMENTS FOR PROPERTY OWNERS

If your property is situated in a Heritage Area, your building is older than 60 years or you believe it may have heritage value, it is advisable to discuss your proposals in sketch form with your Local Planning and Environment Office and particularly with the Heritage Resources Section, who will advise you about any regulations that might impact on your proposed building work.

The officials of the Heritage Resources Section also advise architects and designers on appropriate designs for Heritage Areas and historic buildings. Other Heritage Advice pamphlets in this series include:

- Heritage Advice Pamphlet No. 1 Heritage Resources
- Heritage Advice Pamphlet No. 2 Heritage Areas
- Heritage Advice Pamphlet No. 3 Cultural Landscapes and Historic Vegetation
- Heritage Advice Pamphlet No. 4 Design Guidelines for a Heritage Context
- Heritage Advice Pamphlet No. 5 Boundary Enclosures in Heritage Areas and to Historic Buildings
- Heritage Advice Pamphlet No. 6 Garages and Carports in Heritage Areas and for Historic Buildings
- Heritage Advice Pamphlet No. 7 Roofs in Heritage Areas and of Historic Buildings
- Heritage Advice Pamphlet No. 8 Security in Heritage Areas and for Historic Building
- Heritage Advice Pamphlet No. 9 Langa Heritage
- Heritage Advice Pamphlet No. 10 Company's Gardens

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EACH SET OF GARAGES TREATED AS AN ENTITY. FENCES, COPINGS AND MOULDINGS RESPOND TO SCALE AND DETAIL OF THE STREET.



DOUBLE GARAGE BUILT IN FRONT OF HOUSE DISRUPTING HISTORIC RELATIONSHIP TO STREET.



INTRODUCTION

The special character of Heritage Areas is defined, amongst others, by the high quality of streetscapes. The nature of these streetscapes creates memorable experiences of certain areas of our City. The trees of Newlands Avenue, the front gardens of the houses in Oranjezicht or the dense urban character of the Old Wynberg Village are examples of such memorable streets and urban spaces. The increasing need for on-site parking and garages is rapidly changing the character of these streetscapes. With thought and care, these changes can retain and enhance the character of our streets.

This Heritage Advice pamphlet advises on the care designers need to take when planning off-street parking and garages within Heritage Areas, or adjacent to historic buildings outside of Heritage Areas.

REGULATIONS

Heritage resources and Heritage Areas are protected by law at local, provincial and national levels:

- At local level, the Zoning Schemes applicable to particular parts of the City define property rights and areas of special character. In certain areas the Zoning Scheme provides for the management of new development work, alterations and additions to the built fabric as well as the protection of mature trees and hedges.
- At local, provincial and national level, the National Heritage Resources Act (No. 25 of 1999) provides for the conservation and management of heritage resources and empowers society to assist in this management. This Act is administered by the South African Heritage Resource Agency (SAHRA) at national level and Heritage Western Cape (HWC) at provincial level. Local Heritage Areas and related aspects of heritage resources are administered by the City of Cape Town.

The application to construct a garage, carport, or create off-street parking, will be examined by the Heritage Resources Section of the Local Planning Office and the Roads and Stormwater Branch.

CHARACTER OF THE AREA

Garages and carports are often built along the sensitive boundary interface between the public world (the street) and the private world (the home).

Off-street parking should be designed in such a way that it addresses both the requirements of the owner as well as the particular character of the surrounding built environment. It will add value to both the environment and to the owner's property. As a guide:

- Historic buildings in a Heritage Area are most likely to express the architectural character of the area and should be used as precedents in the design of new garages and carports (new garages and carports generally break with the old patterns and might not be a good example to follow).
- Garages and carports which are unsympathetic to the character of the particular Heritage Area will generally have been built before the identification of the area as a Heritage Area and should not be used as precedent.
- Cities are living entities and change over time. The Heritage Resources Section of the City of Cape Town will support proposals which are contemporary in style and use modern materials, provided that they are contextually sensitive, and maintain or enhance the character of the Heritage Area (see Heritage Advice Pamphlet No. 4: Design Guidelines for a Heritage Context).

DESIGN CONTEXT

Scale, proportions and levels of detail of carports and garages need to be consistent with the existing building and the street and reinforce the historic precedent of the Heritage Area. Some useful questions for the designer to ask are:

- Are there generally single garages or single carports? Are they set back from the street?
- How are existing garages or carports situated on the property with regard to the house and street corners? Are they separated from the main house?
- What kind of roof do the garages have? Are there parapet walls?
- What kind of doors and gates are generally used?

DESIGN ELEMENTS AND DETAIL

Off-street parking, garages and carports must be designed with care to minimise the interference with the special qualities, historic boundary elements and vegetation of the street and Heritage Area.

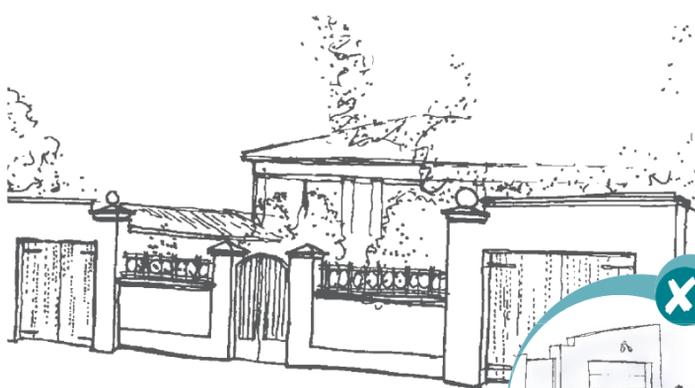
At times a carport is preferable to a garage as it creates less of a visual and physical barrier between the street and the house. Hardwood pergolas over carports can accommodate creepers and other vegetation which provides shade and is a more positive contribution to the street than, for example roof sheeting, shade-cloth or polycarbonate sheeting.

The following are important design considerations:

- New garages and carports should be built on the least sensitive side of the site and should not be built directly in front of the main street façade.
- As a general rule of thumb, garages and carports should take up a minor portion of the street façade and should not dominate a street frontage or garden of a property. In many cases only a single parking space or garage can be accommodated, or none at all, depending on the site.
- Tandem parking reduces the impact of off-street parking on the streetscape.
- The provision of garages and carports should avoid the loss of habitable rooms and verandahs.
- Building lines which set garages and carports back from the front boundary should be respected. Ideally the garage or carport should be set back from the main façade of the house, thereby avoiding unsightly protrusions towards the street.
- The impact of a garage or carport on the street boundary may be lessened by setting it back slightly so that the existing boundary wall or fence retains its visual dominance. This also improves access to the garage and protects pedestrians on the pavement.
- If a section of an existing boundary wall needs to be removed, it is less intrusive to remove a section between two piers or columns. The maximum possible length of boundary wall and vegetation should be retained (see Heritage Advice Pamphlet No. 4: Boundary enclosures)
- New garages or carports should not obscure essential and important features of a building, nor should they disturb existing historic architectural patterns, for example the symmetry of an existing façade. Care should be taken in the design to heights and lines such as fascias, parapets and cornices of the existing walls and buildings.



TWO SINGLE GARAGES AT EITHER SIDE OF PROPERTY, MAINTAINING HISTORIC RELATIONSHIP BETWEEN HOUSE AND STREET.



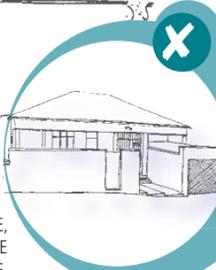
SLANTING PARAPET OF NEW GARAGE ATYPICAL TO HISTORIC STREETScape



CONTEMPORARY SOLUTION WITH TWO SINGLE GARAGES SET BACK FROM STREET WITH ARTICULATED FRONT GATE.



NEW GARAGE INTRUDES INTO STOEP OF HOUSE, ARCHITECTURALLY DESTROYING QUALITY OF HOUSE AND THE STREETScape.



NEW GARAGE AT ONE SIDE OF PROPERTY, MAINTAINING GARDEN. GARAGE SET BACK FROM STREET WITH DETAILING TO MATCH HOUSE.



INAPPROPRIATE METAL FOLDING DOOR SET INTO BOUNDARY WALL WHICH DISREGARDS HISTORIC BOUNDARY WALLS, LACK OF SCALE, ETC.



CONTEMPORARY HOUSE INCORPORATING GARAGING INTO DESIGN OF HOW BUILDING MEETS THE STREET.



OUT OF SCALE METAL CARPORT AND REMOVAL OF FRONT GARDEN FOR OFF-STREET PARKING BREAKS DOWN STREET EDGE

