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Ms. Jessica Antolino  
Acting Principal Heritage Permits  
Heritage Victoria

Via Email: [heritage.permits@delwp.vic.gov.au](mailto:heritage.permits@delwp.vic.gov.au)

3 November 2023

Dear Ms. Antolino

**RE: PERMIT APPLICATION P37166 – CULLYMONT, 4 SELWYN STREET CANTERBURY,  
BOROONDARA CITY (H0811)  
REQUEST FOR FURTHER INFORMATION - RESPONSE**

Thank-you for your review of our application for the proposed four car garage at Cullymont, at 4 Selwyn Street Canterbury.

Further to your request for information, dated 17/10/2023, we have provided the following response. The request for information specifically states:

*Your application has included limited information addressing s101(2)(b) of the Act regarding reasonable and economic use of the heritage place. It is a mandatory requirement for the Executive Director to consider the extent to which the application, if refused, would affect the reasonable or economic use of the registered place. You may wish to provide information to assist with this consideration. If you do not wish to provide further information regarding reasonable or economic use, you must advise of this prior to the date below otherwise your permit application will lapse. Further guidance can be found in the Heritage Victoria Policy Reasonable or economic use. Relevant matters for the consideration of section 101(2)(b) of the Heritage Act 2017. In particular, it would be useful to understand why a four car garage is required (that is, why does a smaller garage not meet reasonable/economic use requirements).*

We have provided our response in two parts to address both the 'reasonable use' and the 'economic use' in relation to our proposal.

## Reasonable Use

The use of the property is residential, and has been in occupation by the current owners for approximately thirty years, therefore, under these circumstances the refusal of the permit would not affect the 'reasonable' use as a dwelling. However, it must be considered that the changing nature of the place, its occupants, and need for a house of this type and scale to provide housing for vehicles and storage is considered.

When considering the requirements of the Planning Scheme for car-parking requirements, the existing site does not provide any covered carparking space. Currently the cars are parked to the front of the site behind the front fence, and on the street, as described in the Heritage Impact Statement, Section 8.1, page 20.

The proposed garage to the rear of the site, off the right of way, will provide covered carparking in accordance with the minimum requirements of **Clause 52.06 – Carparking** of the Planning Scheme, which states:

### *Purpose*

*To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.*

*To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*

*To support sustainable transport alternatives to the motor car.*

*To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*

*To ensure that car parking does not adversely affect the amenity of the locality.*

*To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The existing four-bedroom Italianate Villa currently allows for two off street carparking spaces, without cover to the front of the site. Clause 52.06 states a minimum of 2 carspaces for 3 or more bedrooms is required, and where two or more carparking spaces are required at least one space must be under cover.

The current parking requirements include a vintage car, small boat, and two vehicles. The proposed garage provides a discrete and practical location for these vehicles, that would otherwise be parked to the front of the site, or on the street.

Further to the consideration of the statutory requirements, the existing parking to the front of the house (directly adjacent to Selwyn Street), and storage of other vehicles, compromises the visual connection to the site and distracts from the landscape setting. The proposed garage will reduce the need to utilise this space to the front of the house and provide more convenient and immediate access to the house to better serve the amenity of the place and its occupants.

While a smaller garage would be possible to the vacant area to the east of the site, a smaller garage would provide partial accommodation for the parking needs of the owners, and is less than what is reasonable for a house of this scale and grandeur. The provision of partially open carspaces to the east, in addition to an enclosed garage, would not provide the necessary security, therefore, some

form of garage door would be required along the east boundary to facilitate the necessary security, not dissimilar to the current proposal.

### **Economic Use**

Cullymont is unusual when compared with other houses in the area in that it does not have covered carparking, which affects the economic value of the house.

The resale value of a house of this type and scale, in this location, would be adversely affected without adequate covered carparking.

Covered carparking is typically provided for houses in this area, often accommodating more than two vehicles. In the most immediate vicinity discrete undercover parking is provided to neighbouring houses via the rear right of way in a similar manner to the proposed garage at 4 Selwyn Street. The attached property, Eyre Court (VHR H0817), at 2 Molesworth Street, has a three-car garage, less discreetly located off Leeds Street.

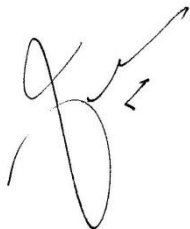
The current arrangement for vehicle storage to the front of the site has some impact on the security of the vehicles. The housing of multiple vehicles that are unable to be kept garaged on site are likely to suffer damage and deterioration due to environmental exposure. With the additional vehicles the owners need to accommodate, cars frequently need to park on Selwyn Street, a narrow street, exposing them to potential damage and traffic congestion. In addition, on street parking requires higher insurance premiums, due to the increased risk of damage.

Please let me know if you have any further questions.

Would you please forward any further communication to me directly, my contact details are below.

I look forward to your reply,

Yours sincerely,

A handwritten signature in black ink, appearing to be 'J. de Vos', with a large loop and a long tail. There are two small arrows pointing to the right from the middle of the signature.

Jeremy de Vos, Architect ARBV 18689  
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CC: *Katrina Dernelley, Heritage Officer, [katrina.dernelley@delwp.vic.gov.au](mailto:katrina.dernelley@delwp.vic.gov.au)  
Mr. Douglas and Ms. Jane Patrick, Owners.*