



Memorandum

TO: Kirstyn Lindsay

FROM: Peter Christos- Urban Design

DATE: 21-June-2016

SUBJECT: Land Use Consent - Description
LUC-2016-155 – 38 Richmond Street, Dunedin

Hi Kirstyn,

With regards to the above application and the likely effects on streetscape and amenity values. Richmond Street is representative of the compact and historic urban form of South Dunedin and defined by a very regular grid, narrow local streets and small sites. Single story timber cottages and villas provide the suburb with a strong built character. Threats to the suburbs built character are lack of investment and ill-considered development.

Richmond Street runs north to south between MacAndrew and Hillside Roads and is within the block defined by Forbury Road and Bathgate Park. It can be described as having two halves. Between Nicholson Street and Hillside Road, there is more variation because of demolition and newer buildings but also because of the two large commercial sites and their associated car parks on the west and east corners of Richmond Street and Hillside Road (service station and motel). This poorly defines the entrance to the street and effects about 40m of Richmond Street.

The built character is more positive along Richmond Street between Nicholson Street and MacAndrew Road. Most of the timber houses have been retained in their original form although some have had minor modifications, notably the replacement of timber windows with aluminium and plaster renders over weather boards. Subtle variations of detailing and colour schemes provide houses with individual identities. Front gardens and low fences are a constant feature along the street while off street parking has been retrofitted alongside side boundaries. Some driveways access the back yards while others simply provide single car ports or pads in front yards. Overall, off street parking is discrete and does not dominant.

More recent buildings include 40 Richmond (DCC flats), 51A/252 MacAndrew Road (du-plex flats) on the corner of Richmond and MacAndrew and 36 Richmond. Typically these buildings have been designed without too much regard to existing architecture and streetscape. They generally fit in terms of bulk, height and set back but stand apart in terms of roof shape, materials and lack of detailing.

This application requires the demolition of the existing house on 38 Richmond Street - a modest single bay timber villa. Compared with other properties along Richmond Street, it has reduced architectural merit yet it still makes a positive contribution to the streetscape. It does not exhibit the same level of detailing some of the early houses do, such as verandahs and verandah details, bay brackets, stained glass etc. The existing villa currently separates 36 Richmond Street (recent units) and 40 Richmond Street (council flats). If it were to be replaced, as proposed, it would become part of a series of modern brick buildings along the east side of the street. The cumulative effect of this would be 45m of a built character that, in my view, would be out of context. This would have negative effects on amenity and streetscape values.

I believe, effects could be mitigated by taking design cues from the existing streetscape such as weatherboard cladding, window design and placement and roof angle/design. Furthermore, existing street boundary treatments should be replicated. Fencing should be low and decorative and part of front yard/garden scheme while

fencing within the site should be reduced and soft landscape treatments used to improve amenity and provide privacy. On-site car parking spaces should be parallel with side boundaries so only the minimum width of site is given up to vehicle manoeuvring and parking spaces should be integrated into the front yard design.

Regards,
Peter Christos,
CITY DEVELOPMENT