

Memorandum

TO: John Sule, Senior Planner

FROM: Peter Christos, Urban Designer

DATE: 20-Aug-2018

SUBJECT: Land Use Consent - Description
LUC-2018-428 -17A Melrose Street

Hi John,

With regard to the above application and the likely effects on streetscape and amenity values. The proposal involves establishing an at ground parking lot (15 spaces), within a 713 m² residential site. The site adjoins D024- Otago Boys Hostel at 25 Melrose Street and is currently clear. It provides access to 17 Melrose Street (at the rear of 17 Melrose) and this will be maintained. Despite the existing hostel, the street has maintained a good level of residential character and amenity. The proposal includes earthworks, retaining structures and above ground planters as well as signage and lighting. The applicant has indicated that the car park will not be heavily used and would also function as a recreation space for students living at the hostel.

15 Melrose Street is located close to the subject sites western boundary. This is the property most likely to be affected by changes to the site. Other properties are buffered either from distance, alignment and/or established vegetation providing screening.

The proposed design responds to the shared boundary of 25 Melrose Street by maintaining the width of the existing driveway before a row of significant and continuous raised planters would be used to provide space for planting. A list of proposed species would be beneficial to ensure screening was effective. The applicant states that the proposed street boundary treatment would further reduce views into the site and provide an improved edge at the property. I agree that the proposal would generally provide positive definition and improvement to the current street boundary especially given that the site is orientated in a way that presents, relatively narrow at the street.

Lighting and signage are proposed. Lighting within the site would be via 19 bollards evenly distributed along/near the east and west boundaries. The bollard lighting would control light spill and contain most of the light on the ground and in front of the bollards. 5 in-ground lights are proposed as well. These will be used to illuminate signs at the road edge and a sign at the link structure.

Specific signage details have not been provided. The scale of proposed signage at the street would appear to be in excess of what is permitted in the zone. Applying signage to both small walls at the entrance seems to be excessive given the obvious use of the space. The combined intensity of lighting (from 2 signs at the street) would add to the degree of the inconsistency with the residential character. In my view, an entrance treatment that only used one of the signs with either halo lighting, behind the sign, or in-ground fittings that were hooded or gimbled to control spill would avoid minor negative effects to streetscape values.

Regards,
Peter Christos
CITY DEVELOPMENT