



HERITAGE CONSERVATION AREA - POLICY

CA2.1 Introduction

There are three clusters of railway houses in Ohakune. These are at Railway Row, Ruapehu Road and Egmont Street. These three areas are referred to collectively in the District Plan as the *Ohakune Rail Character Area*.

The houses along Egmont Street and Ruapehu Road have had very few alterations and additions visible from the front of the properties and, in terms of external appearance, would not appear significantly different to how they were 100 years ago.

Along Egmont Street is a small cluster of 11 railway cottages. The houses are all single storey, weatherboard cottages, with two sash windows and a porch to the front. The houses have a consistent front building line, low fencing, and an 'outhouse' building to the rear. The cottages are within a rural setting, with some established trees and views of the Mountain.

Along Ruapehu Road there is another small cluster of 12 railway cottages on the eastern side of the road. There are also two undeveloped sites within the character area, where railway cottages have been removed. These cottages are of a slightly different design to those in Egmont Street, with a wider frontage, casement windows and a larger front porch. The cottages are all set back a consistent distance from the road, have low fences and many have retained the 'outhouse' to the rear. Again the cottages are within a similar rural setting to those on Egmont Street.

The cottages along Railway Row were built from c1908 onwards. They have been identified as '*one of the most important groups of railway heritage structures in the country*' (W Kellaway, Heritage Assessment). On the northern side of the road there are 16 original early type railway houses (note some of these fall outside of the character area). On the southern side of the road are 11 railway cottages in the later 'House Factory' style of the 1920s. These were moved into the area in the 1980s.

However, a number of the houses have had alterations and there have also been a number of subdivisions with new houses or relocated houses now forming part of the street scene. In addition, the land has previously been zoned to allow for relatively high density subdivision.

Railway Row is located within a wider area which still has a number of significant heritage buildings associated with the development of the railway. These include the Railway Station and Signal Box (HPT Category II), the Main Trunk Line (HPT Category II), along with a number of other original railway buildings. In addition, both Kings Court (c1913) and Turoa Lodge (c1911) were built to provide accommodation for railway travellers. It is also worth noting the area adjoins the start to the 'Old Coach Road'.

The approach taken in the District Plan is to protect the Railway Heritage of these areas. However, a more flexible approach has been taken in Railway Row which recognises, to some extent, land owners development expectations (based on the Ruapehu District Plan 2000) and that the heritage character of the area has already been altered.

CA2.2 Issue

- (a) Out of character development within the Ohakune Rail Character Area detracting from the character and heritage values.

**CA2.2.1 Objective**

- (a) To protect the heritage values of the railway cottages and their setting, in Ruapehu Road and Egmont Street.
- (b) To protect the heritage values of Railway Row, especially when viewed from the street, while still enabling appropriate subdivision and development.

CA2.2.2 Policies

- (a) To protect the heritage values of the railway cottages and their setting through:
 - (i) Ensuring the design of any new buildings and structures is compatible with the form, materials and scale of buildings in the surrounding Heritage Conservation Area and is within keeping with the character of the Heritage Conservation Area.
 - (ii) Ensuring the buildings are located to maintain a consistent setback from the street.
 - (iii) Ensuring that structures, ie, fences and walls within the front yard, allow houses to be seen from the road and maintain a positive street presence and relationship to the streetscape.
 - (iv) Ensuring that alterations and additions are undertaken in a way that maintains the form and style of the railway cottages and will not detract from the heritage values and character of the streetscape.
 - (v) Ensuring that the railway cottages are retained within their existing sites.
- (b) To avoid infill subdivision of sites in Egmont Street and Ruapehu Road so as to retain the low density heritage character of these areas and the overall setting of the cottages.
- (c) To provide for subdivision within Railway Row where it does not detract from the heritage values and character of the streetscape.
- (d) To avoid telecommunication facilities within Ruapehu Road, Egmont Street and Railway Row to protect the heritage values of these areas.

CA2.2.3 Explanation of Policies

The intention of the policies and associated rules is to protect the heritage character of Railway Row, Ruapehu Road, and Egmont Street.

The approach taken to Railway Row is intended to be more flexible, with the main focus being on protecting the streetscape character. While in Ruapehu Road and Egmont Street there is a greater focus on protecting both the streetscape and the overall setting of the railway cottages. Provision has however been made for new houses on the undeveloped sites along Ruapehu Road.

It is worth noting that the Character Area in Railway Row only extends as far as No 37 Railway Row and excludes No 36.