

APP4 – Huntly heritage area guidance

1. Specific guidelines

Note that all orientation (i.e. left and right) is assumed as viewed from the street.

2. Setbacks

Refer Figures 33 and 34

The Huntly railway houses have a consistent and regular setback from the street boundary and the side boundaries. Rows of houses create a visual line that work nicely to generate a sense of order, balance and tranquillity in the streetscape. Generous setbacks from the street allow a sense of repose and calm quite different from high-density residential housing typical of most recent urban developments.

It is important that new houses continue the building line of their neighbours. New dwellings need to be set back from the street and align with those of the existing railway houses. The position of the dwelling in relation to the side boundaries should also replicate that of the existing houses. Typically, the house was placed closer to the left side boundary (approximately 3.5 metres) than the right (approximately 6.0 metres), thereby enabling a driveway to be located on the right-hand side, providing vehicular access to the garage located at the rear of the site. This relationship between the boundaries and the width of the building with regard to the overall width of the site should be respected in order to maintain the unique rhythm of the street.

New buildings in the Huntly heritage area must be set back from the street to align with the existing heritage buildings and to keep the relationship to both side boundaries.

3. Garages

Refer Figure 34 –Plan view showing siting and front and side boundary setbacks

Typically, the historic houses had a single, detached vehicle garage located at the rear of the section. As mentioned above, the driveway passed along the right side boundary. The dwelling was set back approximately 6.0 metres from the right side boundary for this purpose. Garages were simple gable-roofed structures, with the ridge parallel to the long boundary and the shallow gable end presented to the street. Roof pitch was approximately 15 degrees.

New garages in the Huntly heritage area shall be designed to be complementary to the streetscape in form, detail and use of materials.

Garages should be set well back from the street, and located on the righthand rear portion of the section. Garages are not permitted in the front yard.

New garages for new dwellings may be attached, provided they are stepped well back from the street front of the building and the roofline follows the form of the existing garages when viewed from the street.

4. Fences

Refer Figure 33 – Streetscape

The intimacy of the street depends upon the openness of the houses to the street. The original low fences are ideal for this purpose, gently defining the boundary but maintaining openness. To be able to look into and enjoy gardens along the street greatly adds to the character of the settlement. High fences are inappropriate as they break this pattern, therefore low fences are encouraged.

5. Height

Fencing materials should be sympathetic to the house design and fences should be no more than 1.2metres above ground level.

Refer Figures 33, 35, 37, 38, 39, 40 and 41

The railway houses are all single storey, creating a uniform scale in relation to the street.

New dwellings within the Huntly heritage area shall be single storey, although lofts within the roof spaces may be allowed where they do not penetrate the roof envelope when viewed from the street.

6. Roof forms

Refer Figures 35, 37, 38, 39, 40 and 41

Roofs are typically of three basic forms – gable, hip and Dutch gable (a combination of the two). All three roof types are generally of moderate pitch (approximately 20 degrees). Eaves and verge overhangs are typically 300 millimetres. Eaves soffits are sloping, match-lined and carried on exposed rafters.

Roof lines shall follow the form of existing houses when viewed from the street.

7. Cladding, texture and roofing materials

Refer Figure 35 – Elevation

Exterior wall cladding is plain bevel back timber weatherboards (approximately 180 millimetre cover). Corners are boxed with scribes to match the cladding profile. Gable ends were originally clad with asbestos cement sheets and timber battens covering the vertical joints. The roof cladding was originally standard profile short run corrugated iron sheets. Building materials used within the Huntly heritage area may differ from the heritage buildings, however the designer shall select materials that complement and enhance the character of the existing buildings. Roof cladding on new dwellings and existing heritage buildings may substitute modern long run corrugated profile colour-coated steel for the original short run iron cladding. Long run tray and trough section profiles are designed to accommodate modern shallow pitch roofs and are not acceptable as replacement claddings on heritage buildings.

8. Windows

Refer figures 35 and 36

Traditional windows are generally of timber construction, however aluminium joinery may be used on windows viewed from the street, but the proportions must be in keeping with the heritage area, using details to create similar pane sizes, depth and level of detail.

Where window placement is symmetrical, this should be respected. Windows are usually taller than wide, and either stand alone on a wall surface or are grouped together. This vertical proportion should tie in with typical windows in the surrounding buildings.

Horizontal banding of windows is to be avoided. It is preferred that windows are recessed into the wall and this depth be created by appropriate choice of materials, or accentuated by surrounding trim or facings. Windows flush with the wall or curtain walling should be avoided.

Attention should be paid to the sizes and proportions of window openings and their placement, or grouping, in relation to neighbouring buildings. The window design, shape and proportion are important elements in the design of the houses. Windows typically display a strong vertical emphasis – the height being slightly over twice the width (2.1:1).

Windows in the more common cottage plan are typically double hung sashes. The upper sash in the Huntly examples is divided into 6 equal panes, while the lower sash is divided into 3 equal panes by 2 vertical glazing bars. It is worth noting that there are numerous variations in the division of windows in railway cottages throughout the country. The most basic form is a single central vertical glazing bar to both upper and lower sashes, thereby dividing the window into the classic two over two pattern. However there also exist many cottages with the upper sash of the street facing windows divided into 9 panes.

A small hood surmounts the 2 windows on the street elevation. The hood is pitched at approximately 15 degrees and constructed from a light framework of exposed under purlins and rafters supported on timber brackets. The hood is clad in corrugated profile roofing iron and extends approximately 100 millimetres beyond either side of the window facings.

Windows in the more unusual bungalow style plan comprise tall casement hung sashes, those to the street elevation being grouped in 2 pairs of 3 sashes in projecting bays symmetrically disposed on either side of the porch. The division of the sashes is quite distinctive – the upper two fifths is divided by 2 horizontal glazing bars, while the upper fifth is further divided into 2 equal panes by a single vertical glazing bar.

Windows to principal rooms are generously-proportioned, while those to service rooms at the sides and rear of the dwellings are simpler and smaller awning hung sashes, generally divided into 2 equal panes by a single horizontal glazing bar. Glazing bars are delicate and plain. All windows have broad plain timber facings (generally 125 millimetres minimum) and scribes.

9. Doors

Refer Figures 35 and 36

The only door visible from the street is the front door located within the porch space. The door is timber. The upper third is glazed and divided equally into 4 rectangular panes of obscure glass. The lower two thirds of the door is divided into 3 simple vertical panels. A distinctive feature of all railway cottages is the solid brass doorknob centrally placed below the glazing. Situated immediately above the door is a small rectangular obscure glazed fixed fanlight.

The front door to the bungalow-style dwelling has windows on both sides extending up to fanlight height. Unlike the simpler cottage-style fanlight, those in the bungalow plan are divided vertically and horizontally into small panes.

Traditional doors are generally of timber construction and replacement joinery should be of the same materials, or similar material where same materials are not available, on doors viewed from

the street, and the proportions must be in keeping with the heritage area, using details to create similar pane sizes, depth and level of detail.

10. Front porches

Refer Figures 35, 37, 38, 39, 40 and 41

Possibly the most distinctive feature of the railway houses is the central porch on the street elevation, gained by a short flight of 2 concrete steps. There are 4 basic porch designs for the cottagestyle plan, however the basic construction is the same. Porch roofs are supported on 2 pairs of timber posts (generally 100 millimetres x 100 millimetres). All porches are decked with tongued and grooved timber boards falling away from the junction with the dwelling in order to shed rainwater.

The ‘Gothic’ porch *refer Figures 37 and 38* has curved brackets cut from solid boards attached to either side of each post, thereby forming a pointed arch. A rebated handrail and foot rail run between each post, with regularly placed vertical boards forming balusters. This porch type is surmounted by either a simple monopitch roof placed directly beneath the spouting of the main roof, or a more elaborate Dutch gable which is integral with the main roof and runs out either side to form hoods for the windows beside the porch.

The ‘Japanese’ porch *refer Figure 39* is extremely distinctive and supports a very shallow hip roof, located immediately beneath the spouting of the main roof, and runs out either side to form hoods for the windows beside the porch. This roof is carried on prominent exposed rafters, the corners on the diagonal, with sharply shaped ends. There are two rows of bevelbacked weatherboards wrapping the porch directly below the roof and rafters, while the areas between the posts are filled with simple square trellis.

The ‘Lattice’ porch *refer Figure 40* has the side and front areas between the posts filled full height with a broad diagonal trellis. The trellis to the sides of the porch is further pierced by 4 diamond-shaped openings set in the shape of a larger diamond. This porch type is surmounted by a simple monopitch roof placed directly beneath the spouting of the main roof.

The porch provided to the bungalow style plan *refer figure 4e* is broader and deeper than that of the cottages. A shallow arch frames the entrance, while the areas between the posts contain solid panels between the foot rail and the handrail, and again from the door head height to the eave. The area between the solid panels is filled with square trellis. Open balustrading extends a short way either side of the posts forming the porch entrance, effectively narrowing the width of the entranceway, and this terminates in a round topped post. The porch roof is a gable with vertical battens to the end and exposed rafters matching the main house to the eaves.

Regrettably, there have been some unfortunate attempts to completely enclose the porch, which has had a detrimental effect on the appearance of the individual houses concerned and, by extension, on the general streetscape. The porches are an important feature of the house design and provide a transition space between the public and the private home. Residents must be encouraged to maintain, or restore, the open porches.

11. Chimneys

Refer Figures 35, 37, 38, 39, 40 and 41

A chimney is located on the right hand side of the dwelling. The chimneys are brick with a roughcast plaster rendering. They are capped with a simple brick projection and generally contain 2 flues corresponding to the 2 simple chimney pots.

12. Colours

There is no reason, when choosing colours for the walls, facings and roofs of new buildings, or when repainting older buildings, not to use today's palette of colours, which is much wider than the palette available in earlier years, provided the new colours are in accord with the historic character of the houses and their streetscape. Simple combinations of discreet individual colours are particularly preferable when applied to older buildings. Stained timber finishes are acceptable, but the preference is for painted or coloured surfaces.

The range of paint colours now available is unlimited, but this was not the case in the earlier twentieth century.

Colours should be chosen from the Resene Heritage Colours chart or similar. These colours have been researched and original paint samples taken from historic buildings and duplicated today to provide some authenticity to the colour chosen.

13. Diagrams

Figure 33: Streetscape showing the relationship between the street façade, fences and plantings. Of particular importance is the relationship between the houses resulting from uniform design, bulk, density and siting. Note the position of buildings in relation to the two side boundaries and the rhythm that repetition produces.



Figure 33 – Streetscape

Figure 34: Plan view showing siting and front and side boundary setbacks. New development within the Huntly heritage area must align with the existing buildings in order to preserve the overall appearance and rhythm of the streetscape. Note the position of garages at the rear, right-hand side of the site.

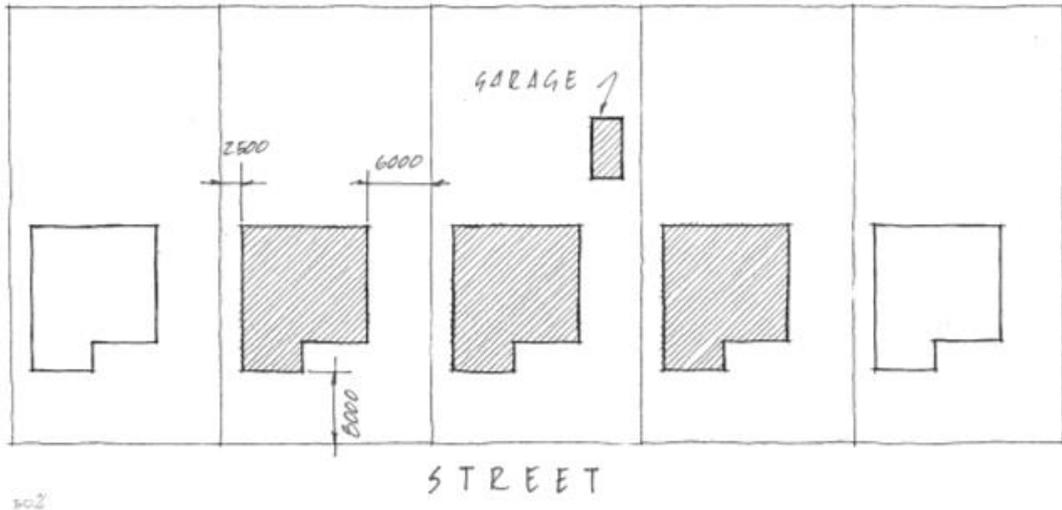


Figure 34 – Plan view showing siting and front and side boundary setbacks

Figure 35: Elevation showing the key architectural features of the historic Huntly railway cottages. Note the roof and porch forms, representing one of 16 possible variations. Other key features include the fenestration (placement of window and door openings on a façade), exposed eaves rafters, window hoods and supporting brackets, chimney and bevel-back weatherboard cladding.



Figure 35 – Elevation

Figure 36: Window and door types found in the historic Huntly railway cottages. Windows typically display a strong vertical emphasis – the height being slightly over twice the width (2.1:1). Windows in the more common cottage plan are typically double-hung sashes. The upper sash in the Huntly examples is divided into 6 equal panes, while the lower sash is divided into 3 equal panes by 2 vertical glazing bars. It is worth noting that there are numerous variations in the division of windows in railway cottages throughout the country. The most basic form is a single central vertical glazing bar to both upper and lower sashes, thereby dividing the window into the classic two over two pattern. However, there also exist many cottages with the upper sash of the street facing windows

divided into 9 panes. Glazing bars are delicate. Particular care should be taken to replicate the proportion and details of windows when replacing timber sashes with aluminium, or designing new structures.

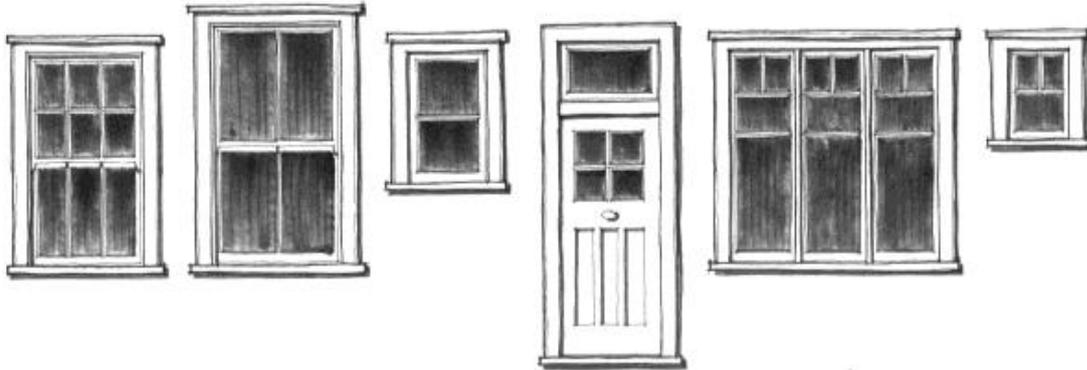
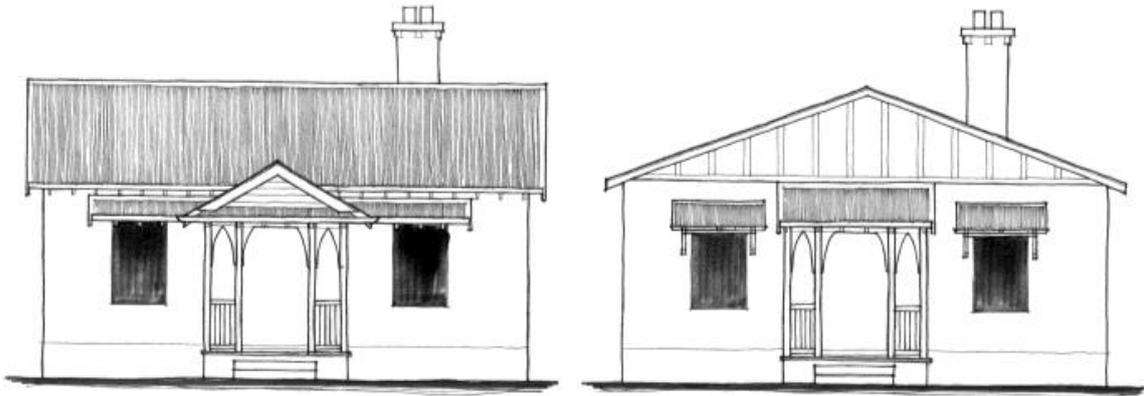


Figure 36 – Window and door types

Figures 37 and 38: Porch and roof types. The ‘Gothic’ porch has curved brackets cut from solid boards attached to either side of each post, thereby forming a pointed arch. A rebated handrail and foot rail run between each post with regularly placed vertical boards forming balusters. This porch type is surmounted by either a simple mono-pitch roof placed directly beneath the spouting of the main roof, or a more elaborate Dutch gable, which is integral with the main roof and runs out either side to form hoods for the windows beside the porch. Figure 4a shows a gable roof with ridge parallel to entrance front, while Figure 4b shows the same gable roof rotated 180 degrees with the gable end to the entrance front.



Figures 37 and 38 – Porch and roof types

Figures 39 and 40: Porch and roof types. The ‘Japanese’ porch [refer figure 4c] is extremely distinctive and supports a very shallow hip roof located immediately beneath the spouting of the main roof and which runs out either side to form hoods for the windows beside the porch. This roof is carried on prominent exposed rafters, the corners on the diagonal, with sharply shaped ends. There are 2 rows of bevel-backed weatherboards wrapping the porch directly below the roof and rafters, while the areas between the posts are filled with simple square trellis.

The ‘Lattice’ porch [refer figure 4d] has the side and front areas between the posts filled full height with a broad diagonal trellis. The trellis to the sides of the porch is further pierced by four diamond-shaped openings set in the shape of a larger diamond. A simple mono-pitch roof placed directly beneath the spouting of the main roof surmounts this porch type. It has a Dutch gable roof style.

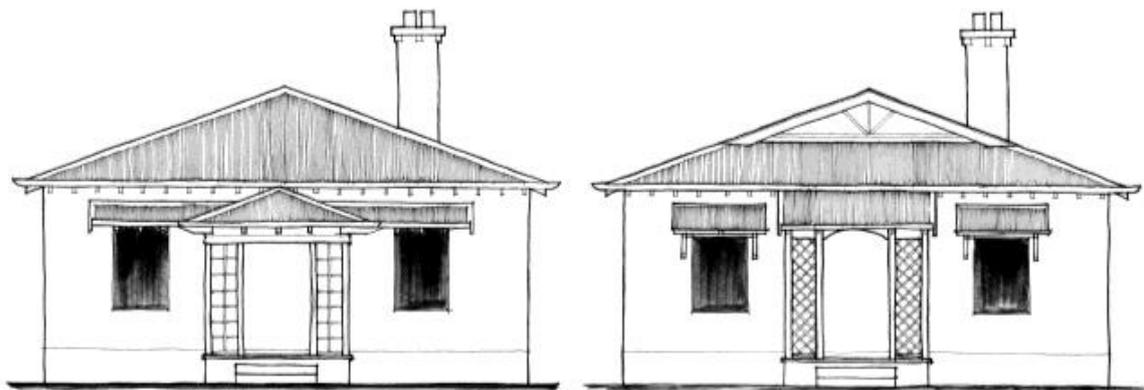


Figure 39 and 40 – Porch and roof types

Figure 41: Porch and roof types. The porch provided to the bungalow-style plan is broader and deeper than that of the cottages. The entrance is framed by a shallow arch, while the areas between the posts contain solid panels between the foot rail and the handrail, and again from the door head height to the eave. The area between the solid panels is filled with square trellis. Open balustrading extends a short way either side of the posts forming the porch entrance, effectively narrowing the

width of the entranceway, and this terminates in a round-topped post. The porch roof is a gable with vertical battens to the end and exposed rafters matching the main house to the eaves. The gable roof's ridge is parallel to the entrance front.

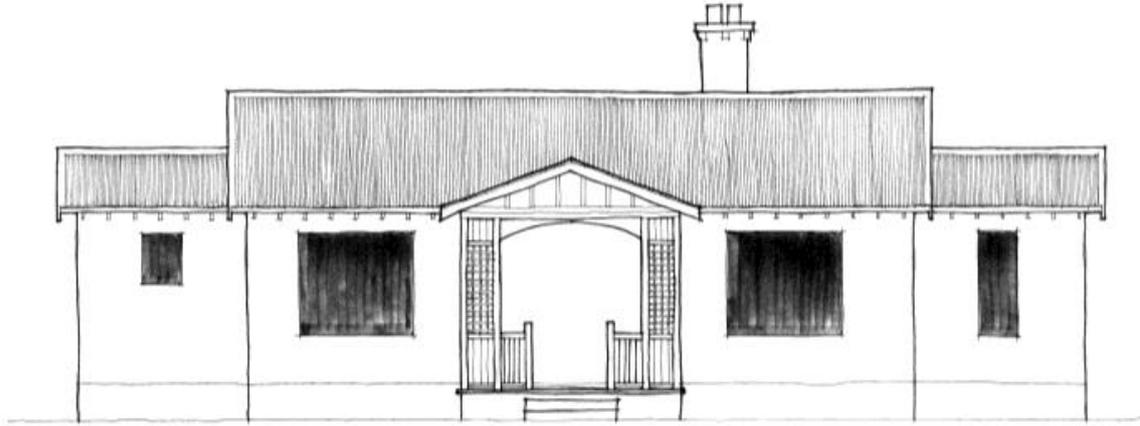


Figure 41 – Porch and roof types