

This chapter is subject to the following plan changes:
 Plan Change 9 with proposed new text are underlined with green highlighting
 Plan Change 9 with proposed deleted text have ~~strikethrough with red highlighting~~
 Plan Change 9 section 42A recommendations with new text being underlined and deleted text with ~~strikethrough~~

Appendix 8: Heritage

8-1 Assessment of Historic Buildings and Structures

8-1.1 Rankings of Significance

Rankings for historic buildings and structures listed in Schedule 8A have been established as follows.

Plan Ranking A: Historic places of highly significant heritage value include those assessed as being of outstanding or high value in relation to one or more of the criteria and are considered to be of outstanding or high heritage value locally, regionally or nationally.

Plan Ranking B: Historic places of significant heritage value include those assessed as being of high or moderate value in relation to one or more of the heritage criteria and are considered to be of value locally or regionally.

The heritage value of historic places has been assessed based on evaluation against the following individual heritage criteria.

8-1.2 Heritage Assessment Criteria

a. Historic Qualities

- i. Associative value: The historic place has a direct association with or relationship to, a person, group, institution, event or activity that is of historical significance to Hamilton, the Waikato or New Zealand.

<i>A person, group, institution, event or activity that is of great historical significance regionally or nationally is closely associated with the place</i>	<i>Outstanding</i>
<i>A person, group, institution, event or activity that is of great historical significance locally, regionally or nationally is closely associated with the place</i>	<i>High</i>
<i>A person, group, institution, event or activity that is of historical significance to the local area, or region is associated with the place</i>	<i>Moderate</i>

- ii. Historical pattern: The historic place is associated with important patterns of local, regional or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities.

<i>Historic themes or patterns of national, regional or local importance are strongly represented by the place</i>	<i>High</i>
<i>Historic themes or patterns important to the local area or region are represented by the place</i>	<i>Moderate</i>

b. Physical /Aesthetic/Architectural Qualities

- i. Style/Design/Type: The style of the historic place is representative of a significant development period in the city, region or the nation. The historic place has distinctive or special attributes of an aesthetic or functional nature which may include its design, form, scale, materials, style, ornamentation, period, craftsmanship, or other design element.

<i>Notable local, regional or national example in terms of its aesthetic and architectural</i>	<i>High</i>
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<i>qualities, or rare or important surviving local, regional or national example of a building type associated with a significant activity</i>	
<i>Good representative example locally or regionally in terms of its aesthetic and architectural qualities</i>	<i>Moderate</i>

- ii. Designer or Builder: The architect, designer, engineer or builder for the historic place was a notable practitioner or made a significant contribution to the city, region or nation, and the place enlarges understanding of their work.

<i>Designer or builder whose achievements are of great importance to the history of the community, region or nation</i>	<i>High</i>
<i>Designer or builder whose achievements are of considerable importance to the history of the community, region or nation</i>	<i>Moderate</i>

- iii. Rarity: The place or elements of it are unique, uncommon or rare at a local, regional or national level, or in relation to particular historic themes.
(Research information explains why the place or elements of it are unique, uncommon or rare.)

- iv. Integrity: The place has integrity, retaining significant features from its time of construction, or later periods when important modifications or additions were carried out.

<i>The place retains significant features from the time of its construction with limited change, or changes made are associated with significant phases in the history of the place</i>	<i>High</i>
<i>The place retains significant features from the time of its construction, and modifications and alterations made are not associated with significant phases in the history of the place</i>	<i>Moderate</i>

c. Context or Group Qualities

- i. Setting: The physical and visual character of the site or setting is of importance to the value of the place and extends its significance.

<i>The place remains on its original site, the physical and visual character of the setting reinforce an understanding of the heritage values and historic development of the place, and built or natural features within the setting are original or relate to significant periods in the historic development of the place</i>	<i>High/ Moderate</i>
<i>The place has been relocated, but its new setting is compatible with heritage values</i>	<i>Low</i>

- ii. Landmark: The historic place is an important visual landmark or feature.

<i>The historic place is a conspicuous, recognisable and memorable landmark in the city</i>	<i>High</i>
<i>The historic place is a conspicuous, familiar and recognisable landmark in the context of the streetscape or neighbourhood</i>	<i>Moderate</i>

- iii. Continuity

<i>The historic place makes a notable contribution to the continuity or character of the street, neighbourhood, area or landscape</i>	<i>High</i>
<i>The historic place makes a moderate contribution to the continuity or character of the street, neighbourhood, area or landscape</i>	<i>Moderate</i>

- iv. The historic place is part of a group or collection of places which together have a coherence because of such factors as history, age, appearance, style, scale, materials, proximity or use, landscape or setting which, when considered as a whole, amplify the heritage values of the place, group and landscape or extend its significance.

<i>The historic place makes a very important contribution to the collective values of a group or collection of places</i>	<i>High</i>
<i>The historic places contribute to the collective values of a group</i>	<i>Moderate</i>

d. Technological Qualities

- i. The historic place demonstrates innovative or important methods of construction, or technical achievement, contains unusual construction materials, is an early example of the use of a particular construction technique or has potential to contribute information about technological or engineering history.

<i>Regionally or nationally important example</i>	<i>High</i>
<i>Locally important example</i>	<i>Moderate/ Considerable</i>

e. Archaeological Qualities

- i. The potential of the historic place to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.
- ii. The place is registered by Heritage New Zealand Pouhere Taonga or scheduled in the District Plan for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an 'archaeological site' as defined by the Heritage New Zealand Pouhere Taonga Act 2014.

f. Cultural Qualities

- i. The historic place is important as a focus of cultural sentiment or is held in high public esteem; it significantly contributes to community identity or sense of place or provides evidence of cultural or historical continuity. The historic place has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place can potentially increase understanding of past lifestyles or events.
(Research information explains how the place is a focus for cultural sentiment, is held in public esteem, contributes to identity or continuity, has symbolic or commemorative value or has interpretive potential.)

g. Scientific Qualities

- i. The potential for the historic place to contribute information about a historic figure, event, phase or activity. The degree to which the historic place may contribute further information and the importance, rarity, quality or representativeness of the data involved.

The potential for the place to contribute further information that may provide knowledge of New Zealand history.

8-2 Accidental Discovery Protocol (ADP): Archaeological Sites, Archaeological Areas, Historic Areas or Waahi Tapu

Where, during earthworks on any site, any archaeological feature, artefact or human remains are accidentally discovered or are suspected to have been discovered, the following protocol shall be followed:

- i. All work on the site will cease immediately. The contractor/works supervisor will shut down all equipment and activity.
- ii. The area shall be secured and the consent holder or proponent and Council must be advised

of the discovery.

- iii. Heritage New Zealand Pouhere Taonga must be notified by the consent holder or proponent so that the appropriate consent procedure can be initiated.
- iv. The consent holder or proponent must consult/engage with a representative of the appropriate iwi/Mana Whenua to determine what further actions ensure cultural protocols are appropriate/adhered to safeguard and decisions made are culturally appropriate. Either contact Council or the site of its contents/Heritage New Zealand Pouhere Taonga for the relevant contact information for Mana Whenua.

In the case where human remains have accidentally been discovered or are suspected to have been discovered the following will also be required:

- v. The area must be immediately secured by the contractor in a way which ensures human remains are not further disturbed. The consent holder or proponent must be advised of the steps taken.
- vi. The Police shall be notified of the suspected human remains as soon as practicably possible after the remains have been disturbed. The consent holder or proponent shall notify the appropriate iwi, Heritage New Zealand Pouhere Taonga and Council within 12 hours of the suspected human remains being disturbed, or otherwise as soon as practicably possible.
- vii. Excavation of the site shall not resume until the Police, Heritage New Zealand Pouhere Taonga and the relevant iwi have each given the necessary approvals for excavation to proceed.

Note

If any land use activity (such as earthworks, fencing or landscaping is likely to modify, damage or destroy any archaeological site (whether recorded or unrecorded) an “authority” consent from Heritage New Zealand Pouhere Taonga must also be obtained for the work to lawfully proceed.

8-3

Assessment of Historic Heritage Areas

8-3.1

Heritage Themes that Historic Heritage Significance to the City Development Periods which have Historic Heritage Significance to the Development of the City¹

Rather than focus on architectural periods or styles, three Development Periods have been identified, which each represents a segment of Hamilton’s development history has created distinctive material forms in the urban landscape which suit the particular socio-economic needs of Hamilton’s society at the time.



A review of cartographical sources and documentary records has identified a three-part sequence of change in the pre-1980 urban area in Hamilton:


- Pioneer Development (1860s–1880s)

¹ Informed by Peer Review Report: Plan Change 9 – Proposed Historic Heritage Areas (HHAs) by the Hamilton City Council, Dr Kai Gu, School of Architecture and Planning, University of Auckland

- [Late Victorian and Edwardian and during and after inter-war growth \(1890s–1940s\)](#)
- [Early post-war expansion \(1950s–1970s\)](#)

The key features of each Development Period are:

<u>Distinctive urban landscape divisions and associated heritage themes</u>	<u>Ground plan</u>	<u>Urban landscape character</u>
<p>1. Pioneer Development (1860 to 1889)</p> <p>(including, the development and consolidation of Hamilton East and West)</p> <p>(Themes: military settlement; river city urbanism; early establishment of a service town)</p> <p>(including the Town Belt)</p>		<p>Grid or connected street pattern; super street blocks (200m by 200m); later creation of cul-de-sacs; planned areas of park and reserve; late Victorian bay villas</p> <p>Higher proportion of open ground and lower building coverage; lower street density and greater vegetative cover; urban structures serving diverse purposes</p>
<p>2. Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949)</p> <p>(including the development and consolidation of Frankton and Claudelands)</p> <p>(Themes: railway workers suburbs and comprehensive state housing schemes, garden suburbs)</p>		<p>The pattern of development influenced by pre-urban morphological frame; streets tend to meet at right angle; back-to-back lot pattern and a relatively high-density built environment; green open spaces in the neighbourhood reflecting the influence of garden-suburb ideas; single-storey detached villas and bungalows in an eclectic architectural</p>

3. Early Post-War Development (1950–1980)		<u>style.</u> <u>Loop roads, crescents, culs-de-sac and irregular shapes; neighbourhood units and the grouping of houses around common green spaces; more variation in house plan forms such as L, T and shallow V shapes.</u>
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- The demarcation of the distinctive urban landscape divisions in pre-1980 Hamilton is shown in Figure 1.
- Military settlements marked the beginning of the development of Hamilton by Europeans in the 1860s. Two redoubts – Hamilton East and West were constructed on either side of the river. In Hamilton West the residential blocks were surveyed in 10-acre street blocks, while the street blocks were 12-acre (about 200m by 200m) on the eastern side. These super street blocks are about twice as large as those in Brisbane and Melbourne.
- A ‘town belt’ – a belt of reservation land was designated during the design of both Hamilton East and West – providing green, open space for the pleasure and health of its citizens. The town belts established around the settlements planned on the Wakefield model in Australia and New Zealand were unique for their time anywhere in the world.
- Hamilton East and West, which were consolidated in the 19th century, from the urban nucleus. Their significant heritage value is justified by their origin as one the major military settlements in New Zealand and the built forms serving urban life associated with Waikato River.
- The development of Frankton and Claudelands was associated with the introduction of the railway line in 1877. Their ground plans were influenced by the pre-urban morphological frame – the rural roads and farmland divisions and garden suburb idea. The two areas were largely consolidated during the interwar period.
- Hamilton East, Hamilton West, Frankton and Claudelands represent four urban villages in central Hamilton. Each urban village has a clear boundary and commercial service centre facilitating local traditional and sustainable urbanism.
- The four urban villages surrounded the main commercial centre – Victoria Street, the four urban villages are connected through axial streets.
- The four urban villages together with the town belt are natural and physical resources that contribute to an understanding and appreciation of New Zealand’s urban history and cultures. It is important that a structure-preserving strategy should be prepared to manage their future change.
- In the early post-war development area, loop roads, crescents, cul-de-sacs and irregular shapes came to dominate urban layouts. In 1954, the Ministry of Works published a manual

for local authorities in which neighbourhood units and the grouping of houses around common green spaces were recommended.

- The style of the early 1960s house was akin to those of the 1950s, but there was more variation in plan forms such as L, T and shallow V shapes. Garages became more common during the early 1960s. The low roof pitch, larger area of glazing (often floor to ceiling) and multiple direct access points to the outdoors were considered typical features of a modern house. The open-plan interiors and ample built-in storage meant space was used effectively.

There are three development periods (1860s – 1920s; 1930s – 1950s; and 1960s – 1970s) that hold significant heritage value representing the growth and evolution of Hamilton's urban form.

Within these three period, a total of five heritage themes have been identified as they collectively and individually hold a significant historic heritage value to the development history of Hamilton City as below:-

- Early establishment of a service town
- Railway workers suburbs
- Comprehensive state housing schemes and control by the State Advances Corporation
- The construction company era
- The dominance of the private car and changing suburban form

8-3.2

Historic Heritage Area Assessment Criteria Methodology for the Identification and Assessment of HHAs

The methodology to identify HHAs consists of two stages:

Stage (1) - Site Visits and Initial Assessment:

- Site visits to every street in Hamilton which contains a majority of pre1980 development.
- Visual assessment of the street/area to determine whether it is potentially representative of one of the three Development Periods which have Historic Heritage Significance to the development of the City.
- A scoring of the physical and visual qualities of the street to dismiss those areas which whilst containing some characteristics of an identified Development Period, do not display consistency with a majority of the physical and visual qualities of the Development Period. The physical and visual qualities assessed are:
 - o Street/Block Layout
 - o Street Design
 - o Lot Size, Dimensions and Development Density
 - o Lot Layout
 - o Topography and Green Structure
 - o Architecture and Building Typologies
 - o Street Frontage Treatments
- Confirmation of potential HHAs

Stage (2) - Detailed Assessment:

- Research carried out for each potential HHA, considering matters included in WRPS Appendix 10A Historic and Cultural Heritage Assessment Criteria, to identify the specific historic heritage values of the area and to determine whether it is of at least moderate heritage significance to the city, regionally or nationally and should be scheduled as an HHA.
- Any potential HHAs identified as not being of at least moderate heritage significance to the city, regionally or nationally are dismissed.

Where it is determined that the street/area should be scheduled as an HHA the research is edited to become a Statement to be included in Appendix 8D.

~~Heritage criteria at street, group of streets or block level as appropriate. The heritage value of Historic Heritage Areas has been assessed based on evaluation against the following individual~~

~~1. Representative of a Heritage Theme~~

~~That the area is representative of a Heritage Theme which has historic heritage significance to the development of the city including:~~

- ~~• Early establishment of a service town~~
- ~~• Railway workers suburbs~~
- ~~• Comprehensive state housing schemes and control by the State Advances Corporation~~
- ~~• The construction company era~~
- ~~• The dominance of the private car and changing suburban form~~

~~2. Consistency in Physical and Visual Qualities~~

~~The area displays consistency in physical and visual qualities that are representative of their identified Heritage Theme and assessed as being at least moderate value in relation to the majority of the consistency criteria:~~

- ~~• A consistent Street/Block Layout which makes a positive contribution to the heritage significance and quality of the area.~~
- ~~• Consistent Street Design, including street trees, berms, carriageways and other planting within the street which make a positive contribution to the heritage significance and quality of the area.~~
- ~~• Consistency in Lot Size, Dimensions and Development Density, including shape and size of lots which makes a positive contribution to the heritage significance and quality of the area.~~
- ~~• Consistent Lot Layout, including position of buildings on lots, dominance of car parking, and landscape and tree planting within the lot which makes a positive contribution to the heritage significance and quality of the area.~~

- Whether the overall Topography and natural environment of the area makes a positive contribution to the heritage significance and quality of the area.
- Consistency of styles of Architecture and Building Typologies, including overall shape, form and material, and whether these factors make a positive contribution to the heritage significance and quality of the area.
- Consistency in Street Frontage Treatments, such as walls, fences and planting, and whether these make a positive contribution to the heritage significance and quality of the area.

8-3.3 Historic Heritage Area Assessment

To be recommended for inclusion in a future HHA, any street must be:

- Of representative of one of the Heritage Themes which has historic heritage significance in the development of the city; and
- Achieves an overall score of 5 to 7 against the consistency criterion

1. Representativeness— whether the area is representative of one of the Heritage Themes which has historic heritage significance in the development of the city.

The assessment of this criterion can be directly influenced by the assessment against the 'consistency' criteria; if an area is assessed as being not consistent it cannot be considered to be representative.

The assessment for this criterion is scored as following:

- Green if the area is representative with no or very little change.
- Orange if it is partly representative but has seen some change.
- Red where the area is not representative, whether as originally built or currently existing due to change.

2. Consistency Criteria— whether the area displays consistency in physical and visual qualities that are representative of their identified Heritage Theme.

Each of the physical and visual qualities is considered in turn and scored as following:

- Green with 1 point if the area shows the consistency of the criteria.
- Orange with 0.5 point if the area shows no consistency on the criteria or there has been some change in the area which has affected its consistency of the criteria.
- Red with zero point if the area shows no consistent on the criteria

3. Comment— a short comment is provided for each street, generally relating to the consistency criteria.

4. ~~Conclusion Consistency Criteria – an overall score is provided for each street based upon the sum of the scores for each consistency criterion.~~

Schedule 8A: Built Heritage (structures, buildings and associated sites)

Note

Reference needs to be made to assessment reports prepared for individual heritage items and sites to determine their heritage values. ~~(Hamilton (H1 – H137: Hamilton City Council Built Heritage Inventory Records – 2012))~~ and H138 – H319 Hamilton City Built Heritage Inventories - 2022

H1	Beale Cottage	11 Beale St	Lot 4 DPS 12448	A	a b c d e f g	I (769)	46B
H2	Frankton Junction Railway House Factory	Rifle Range Rd	Lot 9 DP 345440	A	a b c d f	I (4946)	43B
H3	Fairfield Bridge	Victoria St	Road reserve	A	a b c d e f g	I (4161)	36B
H4	St Peter's Anglican Cathedral	51 Victoria St	Part of Allotment 407 Town of Hamilton West Part of Allotment 59A Town of Hamilton West	A	a b c d e f	II (4206)	45B
H5	Former Bank of New Zealand	117 Victoria St	Lot 1 DPS 65131	A	a b c d f	I (768) (NZHPT Heritage Order)	45B
H6	Greenslade House	1 Wellington St	Lot 1 DP 27295 and Sec 3 SO60256	A	a b c f	I (4163)	45B
H7	Hamilton Courthouse	116 Anglesea St	Pt Allotment 407 Town of Hamilton West and Pt Allotment 407B Town of Hamilton West	A	a b c d f	II (4207)	45B
H8	Victoria Bridge	Bridge St	Road reserve	A	a b c d e f g	I (722)	45B
H9	Claudlands Bridge (Former Hamilton	Claudlands Rd	Road reserve 34332-Bridge No.6 ECMT over	A	a b c d f g	II (4201)	45B

	Railway Bridge)		Waikato River LO 28971/2				
H10	St Mary's Convent Chapel	47 Clyde St	Lot 1 DP 313799; Lot 2 DP 316850 and part of Lot 1 DP 316850	A	a b c f	II (5460)	46B
H11	Oddfellows Hall	7 Cook St	Lot 4 DP 11858	A	a b c d f	II (4456)	46B
H12	Band Rotunda	Grantham St	Pt Lot 443A Town of Hamilton West	A	a b c f	II (4208)	45B
H13	Hamilton Club	Grantham St	Allotments 414, 415, 429 and 430 Town of Hamilton West	A	a b c e f	II (773)	45B
H14	Former Police House	160 Grey St	Pt Allotments 301A Town of Hamilton East	A	a b c f	II (4196)	46B
H15	Hamilton East Masonic Centre	285 Grey St	Lots 1 and 2 DPS 80758, PT ALLT 78 Twn Hamilton East	A	a b c d f	-	46B
H16	Claudlands Grandstand	800 Heaphy Tce	Lot 2 DP 386843	A	a b c d f	II (4198)	37B
H17	Frankton Hotel	40 High St	Part of Allot 1 Te Rapa Parish	A	a b c f	II (4211)	44B
H18	Petals Flower Shop/ Kaiapoi House	17 Hood St	Lot 1 DPS 80988	A	a b c d f	II (2702)	45B
H19	Grand Central Hotel	27 Hood St	Part of Allot 81 Town of Hamilton West	A	a b c f	II (5310)	45B
H20	Stationmaster's House	Hungerford Cres	Part of Sec 28 Hamilton East Town Belt	A	a b f	II (previously 775)	56B
H21	Lake House	102 Lake Cres	Lot 3 DPS 6302	A	a b c d e f	II (2701)	54B
H22	PS Rangiriri	Memorial Park	Riverbank adjacent to Allotment 417 Town of Hamilton East	A	a b c d e f g	-	45B
H23	Nickisson House	156 Nixon St	Lot 1 DPS 68819	A	a b c d f	II (2700)	46B

H24	Jolly House (Chateau Windermere)	39 Queens Ave	Lots 2, 3 & 5 DPS 8264 and lot 1 DP 396521	A	a b c d	II (5300)	44B
H25	Frankton Railway House Factory Kiln	Rifle Range Rd	Lot 1 DPS 70366	A	a b c d f g	-	43B
H26	Farrer Homestead (also known as Bankwood House)	660 River Rd	Lot 3 DPS 54638	A	a b c f	II (771)	27B
H27	Water Tower	Ruakiwi Rd	Lot 2 DP 16167	A	a b c d f	II (4210)	45B
H28	Hockin House	15 Selwyn St	Lot 74 DP17643	A	a b c f	II (4209)	55B
H29	Silverdale Homestead	8 Sheridan St	Lot 15 DPS 9205	A	a b c f	II (4194)	48B
H30	Riverlea House	10 Silva Cres	Pt Lot 13 DPS 16455	A	a b c d f	II (4195)	57B
H31	St Andrew's Church	2 Te Aroha St	Lot 3, Lot 4, Lot 5 DP 7767	A	a b c d f	-	45B
H32	Frankton Signal Box	Tui Ave	(Minogue Park) Allot 413 Pukete Parish and Lot 3 DP 403296	A	a b c d f	II (4458)	35B
H33	St Peter's Hall	55 Victoria St	Allotment 449 and 450 Town of Hamilton West	A	a b c f	II (4205)	45B
H34	Barton and Ross Building	131-141 Victoria St	Lot 1 DPS 65131	A	a b c f	-	45B
H35	Former Post Office/Social Welfare	132 Victoria St	Allotment 55 Town of Hamilton West	A	a b c f	II (5299)	45B
H36	Former Hamilton Hotel	170-186 Victoria St	Lot 1 DPS 32477	A	a b c f	II (4203)	45B
H37	Wesley Chambers	237 Victoria St	Pt Allotment 87 Town of Hamilton West	A	a b c d f	II (5301)	45B
H38	Commercial Hotel	287 Victoria St	Lot 2 DP 25984	A	a b c f	-	45B
H39	Central Post Office	346 Victoria St	Lot 2 DPS 82097	A	a b c d f	-	45B
H40	Pascoe's Building (also known as Frear's Building)	357 Victoria St	Lot 1 DPS 26347	A	a b c f	II (5298)	45B

H41	Cadman's Garage	596 Victoria St	Lot 5 DP 11019	A	a b c f	II (5302)	37B
H42	Public Trust Building	610 Victoria St	Lot 6 DP 11019	A	a b c e f	II (4944)	37B
H43	Former NZ Dairy Co-op Building	661 Victoria St	Lot 1 DPS 81052	A	a b c f	II (4199)	37B
H44	Frankton Junction NZ Railways Institute	21 Weka St	Lot 1 DPS 37471	A	a b c f	II (5297)	43B
H46	Knox Church Hall	50 Albert St	Allotment 301 Town of Hamilton East	B	a b c f	-	46B
H47	Old Hamilton Technical School – Block F	Anglesea St	Part of Section1 SO59086	A	a b c f	-	45B
H48	Former Waikato Brewery	14 Bridge St	Lot 2 DPS 68349	B	a b c f	-	45B
H49	F.E Smith house	129 Cambridge Rd	Lot 2 DPS 1551	B	a b c	-	47B
H50	Notre Dames des Missions	47 Clyde St	Lot 2 DP 316850	A	a b c f	-	46B
H51	Frankton Cafe	119 Commerce St	Part of Lot 1 DEEDS 191	B	a b c	-	44B
H52	Hamilton East School Building (1)	7 Dawson St	Allotment 406 Town of Hamilton East	B	a b c d f	-	45B
H53	Hamilton East School Building (2)	7 Dawson St	Allotment 406 Town of Hamilton East	B	a b c d f	-	45B
H54	House	74 Firth St	PT ALLOT 260 Town of Hamilton East	B	a b c	-	46B
H55	House (Laurenson Settlement)	102 Forest Lake Rd	Lot 1 DPS 74198	B	a b c	II (9902)	35B
H56	House	104 Forest Lake Rd	Pt Lot 13 DP 7943	B	a b c	-	35B
H57	House (Laurenson Settlement)	126 Forest Lake Rd	Lot 22 DP 7943	B	a b c	II (9903)	35B
H58	House	128 Forest Lake Rd	Lot 23 DP 7943	B	a b c	-	35B

H59	Former Hamilton Railway Station	164 Hillcrest Rd	Pt Lot 10 DP 3733	A	a b c d f	II (2703)	47B
H60	Former Rogers House (Excluding the Cottage/ Studio)	2 London St	Lot 2 DPS 83224, Section 1 SO 61140 and Lot 1 DPS 75770	B	a b c	-	37B
H61	St Paul's Methodist Church	62 London St	Lot 1 DPS 7437	B	a b c f	-	37B
H62	NZ Dairy Co Building (1)	160 Norton Rd	Lot 2 DPS 44975	B	a b c d	-	35B
H63	Ingleholm house	11 O'Neill St	Lot 2 DP 11840 Lots 15 & Pt Lot 17 DP 4698	B	a b c d	-	37B
H64	All Hallows Chapel, Southwell School	200 Peachgrove Rd	PT Lot 12 DP 4213 Lot 1 DPS 1478	B	a b c d f	-	38B
H65	House	10 Radnor St	Lot 1 DP 361752	B	a b c d	-	45B
H66	Diocesan School Dining Room	660 River Rd	Lot 3 DPS 54638	B	a d c f	-	27B
H67	Diocesan School Cherrington House	660 River Rd	Lot 3 DPS 54638	B	a b c f	-	27B
H68	Railway house	124 Tasman Rd	Lot 1 DPS 56891	B	a b c	-	15B
H69	Reid's Studio	55 Victoria St	Allotments 449 & 450 Town of Hamilton West	B	a b c f	-	45B
H70	George Smith House	65 Victoria St	Allotment 448 Town of Hamilton West	B	a b c	-	45B
H71	Howdens Jewellers	179 Victoria St	Pt Allotment 84 Town of Hamilton West	B	a b c f	-	45B
H72	Paul's Book Arcade	211 Victoria St	Lot 3 DPS 80796	A	a b c f	I (7438)	45B
H73	Alexandra Building	221 Victoria St	Allotment 86 Town of Hamilton West	B	a b c	-	45B

H74	Victoria Buildings	260 Victoria St	Lot 2 DP 19882	B	a b c	-	45B
H75	House	1319 Victoria St	Lot 11 DP 27570	B	a b c e f	-	36B
H76	House	1331 Victoria St	Lot 9 DP 27570	B	a b c e f	-	36B
H77	Hamilton Borough Municipal Offices	18-20 Alma Street	Lot 5 DP 404902	B	a b c d f	-	45B
H78	Former Triangle Petrol Station	45 Waterloo Street	Lot 1 DPS 12053	B	a b c f	-	43B
H79	Former Frankton Junction Supply Stores	245 Commerce St	Lot 1 DPS 78295	B	a b c f	-	44B
H80	Railway Signal	Commerce St	Road reserve adjacent to Lot 1 DPS 66749	B	a c d f	-	44B
H81	Old Telegraph Pole	Commerce St	Road Reserve adjacent to Lot 1 DPS 14955	B	a c d f	-	44B
H82	Former Waikato Hospital & Charitable Aid Society	17A and 17B Hood St	Pt Allotment 81 Town of Hamilton West	A	a b c f	II (9279)	45B
H84	St James Church and Hall	159, 161 and 163 Massey St	Lots 4,5 & 6 DP 5031	B	a b c f	-	43B
H85	NZ Dairy Co Building (2)	136 Norton Rd	Lot 5 DPS 44974	A	a b c d	-	35B
H86	Diocesan School Sunshine Classrooms	660 River Rd	Lot 2 DP 22471	B	a b c f	-	27B
H87	Hamilton Transformer Building	88 Seddon Rd	Sec 1 SO 57622 Hinemoa Park	B	a b c d	-	36B
H88	Municipal Baths	26 Victoria St	Pt Allotment 443A Town of Hamilton West	B	a b c d f	-	45B
H89	Hamilton Buildings	109 Victoria St	Pt Allotment 81 Town of Hamilton West	B	a b c	-	45B
H90	Harker's	191 Victoria	Pt Allot 85 Town	B	a b c	-	45B

	Building	St	of Hamilton West				
H91	Former Guthrie Bowron, (now known as Sahara Cafe building)	254 Victoria St	Lot 1 DP 19882	B	a b c	-	45B
H92	Grocotts Building	213-217 Victoria St	Pt Allotment 86 Town of Hamilton West and Lot 2 DPS 80796	B	a b c	-	45B
H93	H & J Court Ltd	303 Victoria St	Pt Lot 1 DPS 13296	B	a b c	-	45B
H95	Former Dalton's Building (Michael Hill Building)	1-5 Ward Street	Lot 1 DPS 15240	B	a b c	-	45B
H96	Kings Building	456 Victoria St	Lot 2 DPS 33324	B	a b c	-	45B
H97	Irvine's Chemist	595-601 Victoria St	Lot 6 DP 13844	B	a c	-	45B
H98	Former Housing NZ Building (Fine Arts Society Building)	803 Victoria St	Lot 2 DP 8153	B	a b c	-	37B
H99	Puna's Building	221-229 Commerce St	Lot 1 DPS 74774	B	a b c f	-	44B
H100	County Buildings	455 Grey St	Lot 2 DPS 86312	B	a b c d f	-	45B
H101	House	2 Kotahi Ave	Lot 2 DP 14611	B	a b c e	-	36B
H102	House	95 Pembroke St	Lot 1 DP 28890	B	b	-	45B
H104	House	31 Eton Dr	Lot 59 DP 7744	B	a b c f	-	58B
H105	Oxford Chambers	530 Victoria St	Lot 8 DPS 10335	B	a b c	-	45B
H107	G. R. Biesinger Hall	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B
H108	The Hamilton New Zealand Temple of the Church of Jesus	509 Tuhikaramea Rd, Temple View	Part of Allot 62 Tuhikaramea Parish, Part of Allot 371	A	a b c d e f	-	60B

	Christ of Latter day Saints		Tuikarama Parish				
H109	Wendell B Mendenhall Library	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c d f	-	60B
H110	Star Flats	18 Frances Street (Units 1 -12)	Lots 4, 5, 6 and 7 DPS 334	B	a b c	-	38B
H111	House	111 Peachgrove Rd	Lot 3 DP 8657	B	a b c	-	38B
H113	Former Morris Stores and Motor Services	116 Grey St	Lot 2 DP 13011 and Pt Lot 1 DP 13011	B	a b c f	-	46B
H114	House	33 Naylor St	Pt Allot 295 Town of Hamilton East	B	a b c	-	46B
H115	House	44 Brookfield St	Lot 1 DPS 14092	B	a b c	-	56B
H116	House	82 Grey St	Lot 7 DP 24023	B	a b c f	-	46B
H117	House	121 Grey St	Lot 1 DPS 34931	B	a b c	-	46B
H118	House	5 Albert St	Lot 5 DPS 13070	B	b c	-	46B
H119	House	154 Galloway St	Lot 3 DP 34992	B	a b c	-	46B
H120	House	624 Grey St	Lot 1 DPS 89454	B	a b c d	-	45B
H129	House	9 Armagh St	Lot 1 DP 473450	B	a b c e	-	46B
H130	House	5 Armagh St	Lot 49 DP 11312	B	a b c	-	46B
H131	House	3 Armagh St	Lot 48 DP 11312	B	a b c		46B
H133	First House / George Biesinger House	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B
H134	Kai Hall	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B
H135	Block Plant	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B

H137	Bishopscourt and Episcopal Chapel (Former) Hamilton YWCA	28 Pembroke St, Corner Clarence St, Hamilton	Lot 2 DP 15499 (CT SA422/176) South Auckland Land District	B	a b c d f g	II	45B
H138	Huntly Brick Deco Single Building Cottage	39 Abbotsford Street	Lot 1 DPS 80534	B	a b c d g		
H139	Cottage	18A Albert Street	Lot 1 DPS 48798	B	a b c d g		
H140	Single Storey Bungalow	80 Albert Street	Lot 1 DP 23936	B	a b c d f g		
H141	Single Bay Villa	84 Albert Street	Lot 1 DPS 78649	B	a b c d g		
H142	Single Bay Villa	89 Albert Street	Lot 3 DP 355709	B	a b c d g		
H143	Single Bay Villa	94 Albert Street	Lot 1 DPS 816	B	a b c d g		
H144	Corner Angle Double Bay Villa	110 Albert Street	Lot 5 DP 4815	B	a b c d g		
H145	Single Bay Villa	118 Albert Street	Lot 3 DP 7273	B	a b c d g		
H146	Single Storey Bungalow	131 Albert Street	PT Lots 7 & 8 DP 12817	B	a b c d f g		
H147	Former Reid's Furnishers/Farmers Building	62 Alexandra Street	Lot 1 DP 28181	B	a b c d f g		
H148	Former National Insurance Company Building/Caro Building	137 Alexandra Street	Lot 15 DP 30210	B	a b c d f g		
H149	Two Storey Bungalow	18 Anglesea Street	Lot 1 DPS 32138	B	a b c d f g		
H150	Art Deco Dwelling	36 Anglesea Street	Lot 6 DPS 5117	B	a b c d f g		
H151	Third Hamilton City Council Building	260 Anglesea Street	Lot 1 DPS 64212	B	a b c d f g		
H152	Anglesea Street Retaining Wall	Anglesea Street	Road Reserve	B	a b c d f g		
H153	Police Station	12 Anzac Parade	Allot 69 TN OF Hamilton West	B	a b c d f g		

H154	Corner Bay Villa	3 Balloch Street	Lot 1 DP 368251	B	a b c d g		
H155	Two Storey Arts & Crafts English Cottage Dwelling	17 Beale Street	Lot 2 DPS 11639	B	a b c d g		
H156	Spanish Style Dwelling	15 Bell Street	Lot 13 DP 17156	B	a b c d g		
H157	Former United Evangelical Church	2 Bettina Road	Lot 1 DPS 60217	B	a b c d f g		
H158	Ruakura Homestead and Agricultural Research Station	10 Bisley Road	Section 3 SO 519316	A	a b c e f g		
H159	Unit 1, Art Deco Complex	1 Bledisloe Terrace	Lot 1 & Lot 2 DPS 77276	B	a b c d g		
H160	Unit 2, Art Deco Complex	3 Bledisloe Terrace	Lot 1 & Lot 2 DPS 77276	B	a b c d g		
H161	Single Square Front Villa	12 Bond Street	Lot 6 DP 4687	B	a b c d f g		
H162	Twin Front Gable Villa	14 Bond Street	Lot 8 DP 4687	B	a b c d f g		
H163	Single Bay Corner Villa	18 Bond Street	Lot 9 DP 4687	B	a b c d f g		
H164	Single Bay Villa	26 Bond Street	Lot 13 DP 4687	B	a b c d f g		
H165	Curved Bay Art Deco Dwelling	30 Bond Street	Lot 1 DP 401098	B	a b c d f g		
H166	Single Bay Villa	32 Bond Street	Lot 16 DP 4687	B	a b c d f g		
H167	Transitional Villa-Bungalow	10 Boundary Road	Lot 73 DP 6695	B	a b c d g		
H168	Modern Dwelling	65 Braid Road	Lot 37 DP 10965	B	a b c d f g		
H169	Twin Bay Transitional Villa	38 Brookfield Street	Lot 1 DP 34797	B	a b c d g		
H170	Brick Bungalow and matching garage	88 Brookfield Street	Lot 4 DP 32959	B	a b c d g		
H171	Art Deco Dwelling	13 Cardrona Road	Lot 13 DP 28418	B	a b c d f g		

H172	Telephone Exchange	7 Caro Street	Lots 19, 20 & 21 DP 30210	B	a b c d f g		
H173	St Joseph's Fairfield Chapel and Spire	86-88 Clarkin Road	Lot 4 DP 4296	B	a b c d f g		
H174	Fairfield Primary School	260 Clarkin Road	Lot 3 DPS 2417	B	a b c d f g		
H175	Villa	10 Claude Street	Lot 38 DP 5045	B	a b c d g		
H176	Art Deco Dwelling	53 Claude Street	Lot 15 DP 27856	B	a b c d g		
H177	Corner Bay Villa	6 Claudelands Road	Lot 6 DP 3726	B	a b c d f g		
H178	Corner Bay Villa	28 Claudelands Road	Lot 5 DP 7798	B	a b c d g		
H179	Two Storey Arts and Crafts Dwelling	2 Clifton Road	Lot 2 DPS 17287	B	a b c d g		
H180	Brick Bungalow	110 Clyde Street	Lot 2 DP 35296	B	a b c d g		
H181	Square Front Villa	134 Clyde Street	Lot 2 DPS 8418	B	a b c d f g		
H182	Single Storey Commercial Building	101-105 Collingwood Street	Lot 4 DP 3406	B	a b c d f g		
H183	Art Deco Dwelling	60 Cook Street	Lot 5 DP 27880	B	a b c d f g		
H184	Villa	78 Cook Street	Part Allot 54 Town of Hamilton East	B	a b c d f g		
H185	Bungalow	83 Cook Street	Lot 1 DP 13362	B	a b c d f g		
H186	Norton Hall	4 Crawford Street	Lot 1 DPS 12726	B	a b c d f g		
H187	Weatherboard and Clay Tile Building	4 Daisy Street	Lot 58 DP 18036	B	a b c d f g		
H188	Magazine Store/Munitions Building	60 Dey Street	Part Section 34 Hamilton TN BELT	B	a b c d f g		
H189	Two Storey Bungalow	4 East Street	Lot 3 DP 6899	B	a b c d f g		

H190	Villa	74 East Street	Pt Lot 3 DP 37173	B	a b c d f g		
H191	Bungalow with Villa elements	23 Enderely Avenue	Pt Lot 36 DP 8654	B	a b c d f g		
H192	Double Bay Villa	45 Firth Street	Lot 1 DPS 17311	B	a b c d f g		
H193	Bungalow	49 Firth Street	Lot 1 DPS 3319	B	a b c d f g		
H194	Bungalow	53 Firth Street	Part Allot 298 TN OF Hamilton East	B	a b c d f g		
H195	Single Bay Villa	54A Firth Street	Lot 1 DPS 15338	B	a b c d f g		
H196	Two Storey Arts & Crafts Dwelling	69 Forest Lake Road	Part Lot 1 DP 29201	B	a b c d f g		
H197	Cottage	106 Forest Lake Road	Lot 1 DP 15238	B	a b c d g		
H198	Art Deco Dwelling	9 Fowlers Avenue	Lot 13 DP 27944	B	a b c d f g		
H199	Villa	3 Frances Street	Lot 9 DP 7539	B	a b c d f g		
H200	Square Front Villa	11 Frances Street	Lot 17 DP 7539	B	a b c d f g		
H201	Cottage	116 Galloway Street	Lot 1 DPS 4937	B	a b c d f g		
H202	Villa	150 Galloway Street	Lot 1 DPS 40267	B	a b c d f g		
H203	Transitional Villa	195 Galloway Street	Lot 3 DP 13362	B	a b c d f g		
H204	Villa	203 Galloway Street	Lot 1 DPS 35483	B	a b c d f g		
H205	Sun Dial	Garden Place	Garden Place	B	a b c d f g		
H206	Former Garden Royal Exchange Building	14 Garden Place	Lot 1 DP 29766	B	a b c d f g		
H207	Former MLC Building	20 Garden Place	Lot 4 DP 29766	B	a b c d f g		
H208	Dwelling	14 George Street	Lot 1 DP 418251	B	a b c d f g		
H209	Villa	17 George Street	Lot 1 DPS 5323	B	a b c d f g		

<u>H210</u>	<u>Villa</u>	<u>103 Grey Street</u>	<u>Lot 3 DP 28489</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H211</u>	<u>Villa</u>	<u>259 Grey Street</u>	<u>Part Allot 109 TN OF Hamilton East</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H212</u>	<u>1920s Office Building</u>	<u>379 Grey Street</u>	<u>Part Lot 1 DP 16839</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H213</u>	<u>Triple Bay Villa</u>	<u>644 Grey Street</u>	<u>Lot 1 DP 34918</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H214</u>	<u>Villa and Shop</u>	<u>707-711 Grey Street</u>	<u>Lot 8 DP 3978</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H215</u>	<u>Cottage</u>	<u>717 Grey Street</u>	<u>Lot 7 DP 3978</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H216</u>	<u>Rotary Centennial Clock</u>	<u>Grey Street</u>	<u>Road reserve</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H217</u>	<u>A Ebbert's Residence</u>	<u>13 Hammond Street</u>	<u>Lot 56 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H218</u>	<u>Original Hamilton East School Building</u>	<u>36 Hammond Street</u>	<u>Lot 3 DP 521812</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H219</u>	<u>Cottage</u>	<u>3 Hardley Street</u>	<u>Lot 1 DP 18516</u>	<u>B</u>	<u>a b c d f</u>		
<u>H220</u>	<u>Fairfield Buildings</u>	<u>1004 Heaphy Terrace</u>	<u>Lot 3 DPS 9552</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H221</u>	<u>Gosling & Higgins Building</u>	<u>62 High Street</u>	<u>Lot 1 DPS 80263</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H222</u>	<u>English Dwelling</u>	<u>29 Horne Street</u>	<u>Lot 1 DPS 9995</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H223</u>	<u>Bungalow</u>	<u>43 Horne Street</u>	<u>Lot 36 DP 17643</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H224</u>	<u>Art Deco Dwelling</u>	<u>27 Ingleton Terrace</u>	<u>Lot 56 DP 27284</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H225</u>	<u>Arts & Craft/Bungalow Dwelling</u>	<u>7 King Street</u>	<u>Lot 8 DEEDS 102</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H226</u>	<u>Westside Presbyterian Church</u>	<u>11 King Street</u>	<u>Lot 128 DEEDS C45</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H227</u>	<u>Arts & Crafts Dwelling</u>	<u>2 Kitchener Street</u>	<u>Part Lot 1 DP 11685</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H228</u>	<u>Two Storey</u>	<u>8 Kotahi</u>	<u>Lot 2 DPS 5357</u>	<u>B</u>	<u>a b c d f g</u>		

	<u>English Cottage</u>	<u>Avenue</u>					
<u>H229</u>	<u>Two Storey English Cottage</u>	<u>10 Kotahi Avenue</u>	<u>Lot 5 DP 14611</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H230</u>	<u>Harris House - Roger Walker Design</u>	<u>58A Lake Crescent</u>	<u>Lot 2 DPS 24664</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H231</u>	<u>Arts & Crafts Dwelling</u>	<u>74 Lake Crescent</u>	<u>Lot 1 DPS 7375</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H232</u>	<u>Bungalow</u>	<u>94 Lake Road</u>	<u>Lot 4 DP 10652</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H233</u>	<u>Railway Cottage</u>	<u>95 Lake Road</u>	<u>Lot 3 DPS 71887</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H234</u>	<u>Two Storey English Cottage</u>	<u>2 Liverpool Street</u>	<u>Lot 1 DP 15238</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H235</u>	<u>Bungalow</u>	<u>9 Manning Street</u>	<u>Lot 72 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H236</u>	<u>English Revival Cottage</u>	<u>13/4 Manning Street</u>	<u>Lot 1 DP 536377</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H237</u>	<u>1940s Architecturally designed Dwelling</u>	<u>24 Manning Street</u>	<u>Lot 3 DPS 73545</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H238</u>	<u>Bungalow</u>	<u>26 Manning Street</u>	<u>Lot 67 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H239</u>	<u>Villa</u>	<u>6 Marama Street</u>	<u>Lot 36 DP 6603</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H240</u>	<u>Villa</u>	<u>8 Marama Street</u>	<u>Lot 31 DP 6603</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H241</u>	<u>Villa</u>	<u>12 Marama Street</u>	<u>DP 6603</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H242</u>	<u>Villa</u>	<u>16 Marama Street</u>	<u>DP 6603</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H243</u>	<u>Art Deco Dwelling</u>	<u>39 Marama Street</u>	<u>Lot 1 DPS 82625</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H244</u>	<u>Single Dwelling</u>	<u>57 Memorial Drive</u>	<u>Allot 417 TN OF Hamilton East</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H245</u>	<u>Villa</u>	<u>28 Naylor Street</u>	<u>Part Allot 291 TN OF Hamilton East</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H246</u>	<u>Villa</u>	<u>35 Naylor Street</u>	<u>Part Allot 263 TN OF Hamilton East</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H247</u>	<u>Villa</u>	<u>60 Naylor</u>	<u>Part Lot 1 DP</u>	<u>B</u>	<u>a b c d f g</u>		

		<u>Street</u>	<u>24544</u>				
<u>H248</u>	<u>Cottage</u>	<u>43A Nixon Street</u>	<u>Lot 1 DPS 1866</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H249</u>	<u>Villa</u>	<u>50 Nixon Street</u>	<u>Lot 5 DP 33335</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H250</u>	<u>Villa</u>	<u>179 Nixon Street</u>	<u>Lot 1 DP 35296</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H251</u>	<u>Weatherboard Bungalow</u>	<u>47 Norton Road</u>	<u>Lots 13 & 14 DEEDS 100</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H252</u>	<u>Three Storey English Cottage</u>	<u>9 Oakley Avenue</u>	<u>Part Lot 1 DP 4568</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H253</u>	<u>Bungalow</u>	<u>3 Oxford Street</u>	<u>Lot 4 DPS 9552</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H254</u>	<u>Bungalow</u>	<u>9 Oxford Street</u>	<u>Lot 9 DP 15202</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H255</u>	<u>Bungalow</u>	<u>17 Oxford Street</u>	<u>Lot 17 DP 15202</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H256</u>	<u>English Revivalist with Arts & Crafts Dwelling</u>	<u>25 Palmerston Street</u>	<u>Lot 21 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H257</u>	<u>Bungalow</u>	<u>27 Palmerston Street</u>	<u>Lot 20 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H259</u>	<u>Bungalow</u>	<u>31 Palmerston Street</u>	<u>Lot 18 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H260</u>	<u>Villa</u>	<u>287 Peachgrove Road</u>	<u>Lot 2 DP 499635</u>	<u>B</u>	<u>a b c d g</u>		
<u>H261</u>	<u>Swarbrick Memorial Arch</u>	<u>68 Pembroke Street</u>	<u>Reserve - Lake Domain</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H262</u>	<u>Nolan House - Spanish Mission</u>	<u>103 Pembroke Street</u>	<u>Lot 1 DPS 75628</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H263</u>	<u>1906 Hamilton Court House (in part)</u>	<u>136 Pembroke Street</u>	<u>Lot 1 DP 28120</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H264</u>	<u>Art Deco Dwelling</u>	<u>170 Pembroke Street</u>	<u>Lot 1 DPS 73694</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H265</u>	<u>Bungalow</u>	<u>9 Piako Road</u>	<u>Lot 46 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H266</u>	<u>Villa</u>	<u>12 Piako Road</u>	<u>Lot 2 DP 29682</u>	<u>B</u>	<u>a b c d f g</u>		

<u>H267</u>	<u>Bungalow</u>	<u>38 Piako Road</u>	<u>Lot 1 DPS 3988</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H268</u>	<u>Flat 1, Duplex State House</u>	<u>11 Pinfold Avenue</u>	<u>Lots 7 & 8 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H269</u>	<u>Flat 2, Duplex State House</u>	<u>13 Pinfold Avenue</u>	<u>Lots 7 & 8 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H270</u>	<u>Flat 1, Duplex State House</u>	<u>15 Pinfold Avenue</u>	<u>Lots 5 & 6 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H271</u>	<u>Flat 2, Duplex State House</u>	<u>17 Pinfold House</u>	<u>Lots 5 & 6 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H272</u>	<u>Flat 1, Duplex State House</u>	<u>19 Pinfold Avenue</u>	<u>Lots 3 & 4 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H273</u>	<u>Flat 2, Duplex State House</u>	<u>21 Pinfold Avenue</u>	<u>Lots 3 & 4 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H274</u>	<u>Former Black House</u>	<u>7 Queens Avenue</u>	<u>Part Lot 1 DP 10652</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H275</u>	<u>Bungalow</u>	<u>9 Queens Avenue</u>	<u>Lot 1 DP 20616</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H276</u>	<u>Bungalow</u>	<u>7 Radnor Street</u>	<u>Part Allot 75 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H277</u>	<u>Deco/Spanish Mission Dwelling</u>	<u>80 Rimu Street</u>	<u>Lot 11 DP 7753</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H278</u>	<u>Bungalow</u>	<u>129 Rimu Street</u>	<u>Lot 1 DP 449094</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H279</u>	<u>The Old Lodge</u>	<u>166 River Road</u>	<u>Part Lot 19 DP 7000</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H280</u>	<u>Dwelling</u>	<u>233 River Road</u>	<u>Part Lot 8 DP 11634</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H281</u>	<u>Dwelling</u>	<u>243 River Road</u>	<u>Part Lot 11 DP 11634</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H282</u>	<u>Dwelling</u>	<u>414 River Road</u>	<u>Lot 2 DPS 12651</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H283</u>	<u>Art Deco Dwelling</u>	<u>534 River Road</u>	<u>Lot 41 DP 27284</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H284</u>	<u>1970s Dwelling - Roger Walker Design</u>	<u>913 River Road</u>	<u>Lot 7 DPS 18495</u>	<u>B</u>	<u>a b c d g</u>		
<u>H285</u>	<u>Former Church</u>	<u>144 Rototuna Road</u>	<u>Part Allot 150 Kirikiriroa PSH</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H286</u>	<u>1960s Town Houses - Roger</u>	<u>120 Sandwich Road</u>	<u>Lot 28 DPS 9713</u>	<u>B</u>	<u>a b c d f g</u>		

	<u>Walker Design</u>						
<u>H287</u>	<u>Bungalow</u>	<u>7 Seddon Street</u>	<u>Lot 45 DP 6603</u>	<u>B</u>	<u>a b c d g</u>		
<u>H288</u>	<u>Two Storey Concrete Dwelling</u>	<u>61 Silverdale Road</u>	<u>Lot 1 DPS 11194</u>	<u>B</u>	<u>a b c d g</u>		
<u>H289</u>	<u>Former St George's Church</u>	<u>32 Somerset Street</u>	<u>Lot 1 DPS 47564</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H290</u>	<u>Sikh Temple</u>	<u>1418-1426 Te Rapa Road</u>	<u>Lot 2 DPS 8229</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H291</u>	<u>Bungalow</u>	<u>28 Thackery Street</u>	<u>Lot 1 DEEDS 594</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H292</u>	<u>Stucco Hall</u>	<u>24 Thames Street</u>	<u>Lot 75 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H293</u>	<u>1960s Flat Roof. Multi-Storey Apartment Building</u>	<u>89 Tristram Street</u>	<u>Part Lot 1 DPS 29412</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H294</u>	<u>Dwelling associated with LDS</u>	<u>504 Tuhikaramea Road</u>	<u>Lot 1 DP 539263</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H295</u>	<u>Villa</u>	<u>158 Ulster Street</u>	<u>Part Allot 153 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H296</u>	<u>Villa</u>	<u>164 Ulster Street</u>	<u>Part Allot 153 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H297</u>	<u>Cottage</u>	<u>243 Ulster Street</u>	<u>Part Allot 157 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H298</u>	<u>Two Storey English Cottage</u>	<u>409 Ulster Street</u>	<u>Part Lot 120 DP 13131</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H299</u>	<u>Villa</u>	<u>18 Union Street</u>	<u>Lot 26 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H300</u>	<u>Villa</u>	<u>18A Union Street</u>	<u>Lot 26 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H301</u>	<u>Villa</u>	<u>9 Upper Kent Street</u>	<u>Lot 41 DP 9108</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H302</u>	<u>Former Innes Carbonated Factory</u>	<u>1 Victoria Street</u>	<u>Lot 1 DPS 12797</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H303</u>	<u>Innes Memorial</u>	<u>30 Victoria</u>	<u>Reserve</u>	<u>B</u>	<u>a b c d f g</u>		

	<u>Arch</u>	<u>Street</u>					
<u>H304</u>	<u>Former Imperial Chambers Building</u>	<u>231 Victoria Street</u>	<u>Lot 2 DPS 76682</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H305</u>	<u>Insurance Building</u>	<u>341 Victoria Street</u>	<u>Lot 1 DP 9077</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H306</u>	<u>Villa</u>	<u>1188 Victoria Street</u>	<u>Lot 1 DP 17781</u>	<u>B</u>	<u>a b c d e f g</u>		
<u>H307</u>	<u>Art Deco Dwelling</u>	<u>1212 Victoria Street</u>	<u>Lot 3 DP 26548</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H308</u>	<u>Deco/Modern Dwelling</u>	<u>1335 Victoria Street</u>	<u>Lot 8 DP 27570</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H309</u>	<u>Shattocks Building</u>	<u>137 Ward Street</u>	<u>Lot 12 DP 17135</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H310</u>	<u>Villa</u>	<u>80 Wellington Street</u>	<u>Part Allot 153 TN OF Hamilton East</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H311</u>	<u>Hamilton West Cemetery</u>	<u>59 Willoughby Street</u>	<u>Allotment 213 & 214 TN OF Hamilton West</u>	<u>A</u>	<u>a b c d e f g</u>		
<u>H312</u>	<u>Art Deco Dwelling</u>	<u>2 Woodstock Road</u>	<u>Lot 3 DPS 81355</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H313</u>	<u>Bungalow</u>	<u>11 Wye Street</u>	<u>Lot 18 DEEDS C 111</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H314</u>	<u>Block B, Waikato University</u>	<u>University of Waikato Campus</u>	<u>Part Lot 23 DP 3544</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H315</u>	<u>Union Bridge piles</u>	<u>Waikato River north of Victoria Bridge</u>		<u>A</u>	<u>a b c d e f g</u>		
<u>H316</u>	<u>1864 Jetty piles</u>	<u>Waikato River Ferrybank</u>		<u>A</u>	<u>a b c d e f</u>		
<u>H317</u>	<u>Rooses Whark</u>	<u>Grantham Street, south of Victoria Bridge</u>		<u>A</u>	<u>a b c d f g</u>		
<u>H318</u>	<u>Russian Bell Tower</u>	<u>Hamilton Gardens</u>		<u>A</u>	<u>a b c d f g</u>		
<u>H319</u>	<u>Te Rapa Pa Plaque</u>	<u>South end of Park Terrace</u>		<u>B</u>	<u>a b c d e f g</u>		

Schedule 8B: Group 1 Archaeological and Cultural Sites

Note

Reference needs to be made to assessment reports prepared for individual Archaeological and Cultural sites to determine their archaeological and cultural significance (NZAA Site Records)

		/Street Name	
A1 (S14/165)	Te Awa o Katapaki – Borrow Pits	Lot 18 DPS 85254, Pt Lot 13 DPS 85254	8B
A2 (S14/204, S14/336)	Lime Kiln, Taunga Waka and Te Puru O Hinemoa Cement/Lime Works	Sec 2 SO 61140 (London Street)	37B
A3 (S14/189)	Te Totara Papakainga	Lot 2 DPS 62544, Lots 33-34 DP 388537 (Featherstone Park, River Road)	16B
A4 (S14/46)	Kairokiroki PaPaa	Lot 1 DP 358987, Lot 2 DP 358987, Lot 2 DP 312185, Lot 1 DP 312185	56B
A5 (S14/59)	Te Kourahi PaPaa	Pt Lot 514 DPS 9477 (Cobham Drive)	55B
A6 (S14/201)	Mangaiti – Borrow Pits	Road Reserve (Wairere Drive)	18B
A7 (S14/38)	Miropiko PaPaa	Lot 1 DP 31703, Lot 2 DP 31703, Pt Allot 215 Kirikiriroa PSH (River Road)	37B
A8 (S14/77)	Un-named – PaPaa	Lot 1 DPS 16456, Lot 48 DPS 13635 (Milcom Street)	57B
A9 (S14/208)	Kukutaruhe (Maaori horticulture)	Lot 33 DPS 6071 (Days Park, River Road)	27B
A10 (S14/111)	Umu (Oven) Maaori horticulture	Pt Allot 4 Pukete PSH, Allot 4A Pukete PSH, Lots 1-4 DPS 8646	7B
A11	Koromatua – Urupa (burial grounds)	Pt Allot 371 Tuhikaramea PSH (Tuhikaramea Road)	60B
A12 (S14/25, S14/28)	Te Owango PaPaa	Lot 3 DPS 9044, Lot 24 DPS 64834, Lot 15 DPS 71459, Pt Lot 2 DPS 9044, Lot 25 DPS 64834, Lot 33 DPS 65265, Lot 6 DPS 71459 (Riverelm)	17B
A13 (S14/27)	Kukutaruhe PaPaa	Lot 24 DPS 16087, Lot 4 DPS 16087, Lot 5 DPS 16087, Lot 6 DPS 16087 (Cornway Place)	27B
A14 (S14/28)	Te Inanga PaPaa	Lot 4 DPS 5738, Lot 3 DPS 5738, Lot 2 DPS 5738, Lot 1 DPS 5738 (Wymer Terrace)	27B
A15 (S14/3)	Tupari PaPaa	Lot 3 DPS 28101, Pt Lot 2 DPS 28101, Lot 10 DPS 9657, Lot 1 DPS 88068, Pt	27B

		Lot 1 DPS 9657, Lot 8 DPS 10486 <u>(River Road, Pollock Drive)</u>	
A16 (S14/34, S14/64)	Te Rapa <u>PaPaa</u>	Sec 2 SO 337569 <u>Secs 2, 6 SO 311998, Pt Allot 24, Pt Allot 25 Te Rapa, Sec 1 SO 337569 (Cobham Drive)</u>	45B, 55B
A17 (S14/37)	Waitawhiriwhiri Urupa	Allot 286 Pukete PSH <u>(Milne Park, Victoria Street)</u>	36B
A18 (S14/39)	Kirikiroa Pa	Lot 1 DPS 65343, Lot 1 DPS 87404, Lot 4 DP 344056, Lot 2 DPS 87404, Lot 3 DP 31762, Lot 6 DPS 87404, Lot 3 DPS 87404, Lot 1 DPS 81452, Lot 2 DP 344056, Pt Lot 11 DP 11019, Lot 5 DPS 5279, Lot 3 DPS 65343, Pt Lot 12 DP 11019, Lot 1 DP 344056, Pt Lot 11 DP 11019, Lot 7 DPS 87404, Lot 1 DP 312723, Pt Lot 12 DP 11019, Lot 3 DP 10335, Lot 2 DPS 81452, Pt Lot 2 DP 10335, Lot 1 DPS 27882, Lot 4 DP 10335 <u>(Bryce Street, London Street)</u>	37B, 45B
A20 (S14/44)	Te <u>PaPaa</u> O Ruamutu	Lot 33 DPS 9899, Lot 34 DPS 9899, Lot 1 DPS 34675, Lot 32 DPS 9899, Lot 26 DPS 9899, Lot 23 DPS 9899, Lot 44 DPS 9899, Lot 27 DPS 9899, Lot 24 DPS 9899, Lot 35 DPS 9899, Lot 28 DPS 9899, Lot 25 DPS 9899, Lot 29 DPS 9899, Lot 1 DPS 76159 <u>(Balfour Crescent)</u>	58B
A21 (S14/60)	Te Parapara <u>PaPaa</u>	Pt Allot 252A Kirikiroa PSH <u>(Hamilton Gardens)</u>	56B
A22 (S14/63)	Waitawhiriwhiri <u>PaPaa</u>	Lot 1 DPS 63511, Pt Lot 6 DP 14611, Pt Lot 7 DP 14611 <u>(Kotahi Drive)</u>	36B
A23 (S14/90)	Whatanoa <u>PaPaa</u>	Allot 457 TN OF Hamilton West, <u>Allotment 201-203, 212, 408 TN OF Hamilton West (Richmond Street)</u>	36B
A24 (S14/97)	Te Raratuna O Tutumua - <u>Pa/UrupaPaa/Urupaa</u>	Allot 4A Pukete PSH <u>(Te Raratuna Road)</u>	7B
A25 (S14/30, S14/19)	Pukete <u>PaPaa</u>	Sec 2 SO 59857, Lot 1 DPS 55931, Sec 1 SO 58300, Sec 1 SO 59857, Lot 4 DP 411000 <u>(Te Raratuna Road)</u>	16B
A26 (S14/66)	Te Nihinihi <u>PaPaa</u>	Pt Sec 23 Hamilton East TN BELT, Allot 446 TN OF Hamilton East, Lot 3 DPS 21107, Lot 1 DPS 21107 <u>(Dillicar Park, Sillary Street)</u>	56B
A27 (S14/79)	Mangaonua <u>PaPaa</u>	Lot 2 DPS 68608, <u>Lot 17 DPS 988</u>	58B
A28	Te Moutere o Koipikau <u>PaPaa</u>	Graham Island	55B

A29 (S14/284)	Middens/Umu	Allotment 106 Parish of Horotiu and Section 2 SO Plan 486608 (<u>Waterview Drive</u>)	1B, 2B
A30 (S14/47)	<u>Whatukoruru Paa</u>	<u>Lot 1 DPS 90309</u>	<u>64B</u>
A31 (S14/112)	<u>Paa</u>	<u>Lots 1-2 DPS 57602, PT Lot 1 DPS 11080 (Hutchinson Road)</u>	<u>1B, 2B</u>
A32 (S14/17)	<u>Paa</u>	<u>Lot 3 DPS 11080, Pt Lot 3 DPS 5134 (Hutchinson Road)</u>	<u>2B</u>
A33 (S14/18)	<u>Mangaharakeke Paa</u>	<u>Pt Lot 3 DPS 5134 (Fonterra Dairy Factory, Te Rapa Road)</u>	<u>2B</u>
A101 (S14/209)	<u>Matakanohi – Borrow Pits</u>	<u>Pt Allot 32 Pukete PSH, Pt Lot 3 Allot 31 Pukete PSH (St Andrew's Golf Course, St Andrew's Terrace)</u>	<u>17B, 18B, 26B, 27B</u>
A103 (S14/45)	<u>Narrows Military Redoubt</u>	<u>Allot 483 Kirikiriroa PSH (Howell Avenue, Cobham Drive)</u>	<u>56B, 57B</u>
A108 (S14/57)	<u>Hamilton West Redoubt – Pukerangiora</u>	<u>Pt Allot 59A TN OF Hamilton West</u>	<u>45B</u>
A109 (S14/95)	<u>Galloway Redoubt</u>	<u>Allot 412 TN OF Hamilton East</u>	<u>46B</u>
A115 (S14/289)	<u>Waipahipahi Paa</u>	<u>Road Reserve (Armagh Street), Lot 6 DP 1258, Lot 1 DPS 22233, Lot 2 DPS 22233, Pt Lot 3 DPS 22233, Lot 4 DPS 22233, Pt Lot 5 DPS 22233, Pt Lot 12 DP79, Lot 1 DP 473450, Lot 2 DP 473450, Lot 3 DP 473450, Lot 54 DP 11312, Lot 55 DP 11312</u>	<u>46B</u>
A116 (S14/482)	<u>The Hamilton Punt</u>	<u>Pt Lot 2 DPS 257, Lot 1 DPS 12771, Allot 498 TN of Hamilton West, Lot 1 DPS 257 Allot 414 – 430 TN of Hamilton West (Grantham Street)</u>	<u>45B</u>
A119 (S14/72)	<u>Te Tara-ahi Paa (Moules Redoubt)</u>	<u>Lot 1 DP 35065, Lot 1 DP 21732 (Anzac Parade)</u>	<u>45B</u>
A152 (S14/49)	<u>Paa</u>	<u>Lot 1 DP 9272, Lot 2 DPS 44260 (SH 26)</u>	<u>49B</u>
A155 (S14/76)	<u>Paa</u>	<u>Lots 1-21 DP 24686, Lots 36, 38, 41-42 DPS 5778, Lots 106 DP 528003, Lot 2 DPS 89648 (Manor Place, Norrie Street)</u>	<u>56B</u>
A156 (S14/78)	<u>Paa</u>	<u>Lot 1 DP 433681 (Chesterman Road)</u>	<u>58B</u>
A166 (S14/185)	<u>Maaori Horticulture</u>	<u>Road Reserve, Lots 1-2 DPS 90423, Lot 246 DPS 73062, Lot 129 DPS 61646, Lot 108 DPS 61646 (Wairere Drive)</u>	<u>18B</u>
A168	<u>Hamilton West Cemetery</u>	<u>Section 512 Town of Hamilton West,</u>	<u>36B</u>

<u>(S14/214)</u>		<u>Allotment 213-215 Town of Hamilton West (Willoughby Street)</u>	
A169 <u>(S14/220)</u>	<u>Union Bridge (Former)</u>	<u>River Reserve</u>	<u>45B</u>
A175 <u>(S14/470)</u>	<u>Maaori horticulture</u>	<u>Pt Section 30 Hamilton East Town Belt (Hungerford Crescent)</u>	<u>57B</u>
A176 <u>(S14/325)</u>	<u>Maaori horticulture</u>	<u>Lot 1, 2, Pt Lot 8, 9 DPS 4785, Lots 102 DP 306257, Lot 2, Pt Lot 6, 8 DPS 988, Lot 1 DPS 92007, Pt Lot 2 DPS 40890, Lots 2-4 DPS 42403 (Riverlea Road)</u>	<u>58B</u>
A177 <u>(S14/332)</u>	<u>Hamilton East Cemetery</u>	<u>Pt Allotment 252 Kirikiriroa PSH, Allotment 483 Kirikiriroa PSH (Hungerford Crescent)</u>	<u>57B</u>

*The NZAA number refers to the New Zealand Archaeological Association reference number for the site.

Schedule 8C: Group 2 Archaeological and Cultural Sites

A100 <u>(S14/176)</u>	<u>Borrow Pits</u>	<u>Lot 4 DPS 81210, Lot 2 DPS 81210</u>	<u>57B</u>
A101 <u>(S14/209)</u>	<u>Matakanohi – Borrow Pits</u>	<u>Pt Allot 32 Pukete PSH, Pt Lot 3 Allot 31 Pukete PSH</u>	<u>17B, 18B, 26B, 27B</u>
A103 <u>(S14/45)</u>	<u>Narrows Military Redoubt</u>	<u>Allot 483 Kirikiriroa PSH</u>	<u>56B, 57B</u>
A104 <u>(S14/102)</u>	<u>Ridler's Flour Mill</u>	<u>Lot 2 DPS 7832 and Lot 1 DPS 12535 (SH 3)</u>	<u>55B</u>
A1 & A105 <u>(S14/165)</u>	<u>Te Awa o Katapaki – Borrow Pits</u>	<u>Lot 9-13 DPS 71460; Lot 1-3, 6-8 DPS 73470; Lots 1-8 DPS 70775; Pt Lot 1, Pt Lot 2 DPS 78039; Pt Lot 9, Lot 10-12, Pt Lot 13, 16-18 DPS 85254; Lot 7, Pt Lot 8, Pt Lot 9, Pt Lot 21 DPS 86166, Pt Lot 8 DPS 86166, 11-14, 23-27, 44, 48, 50-51 DP 368150; Lots 1-6 DP 368331; Lots 1-5 DP 369929; Lots 1-3 DP 372432; Lot 17 DPS 85254-25, Pt 28, 132 DP 375864; Lots 1-6, 8 DP 378325; Lots 1-2 DP 378677; Lot 1-35, 37 DP 388537; Lots 1-6 DP 383630; Lots 1-2 DP 385729; Lots 1-9, 13-26, 33 DP 392844; Lots 201-203 DP 395616; Lots 3-25 DP 396159; Lot 9 DPS 85254 2 DP 408360; Lots 1-2 DP 430627; Lot 1-17, 20-33 DP 445214; Lot 1, 2 DP 479955; Lots 1- 2</u>	<u>8B</u>

		DP 487183; Lots 1-4 DP 527063 (River Road, Riverside Lane, Hensley Crescent, Hampshire Court, Te Huia Drive, Amokura Crescent, Bree Place, The Rocks, Durham Heights)	
A106 (S14/23)	Waahi Taonga/Artefact Find	Lot 16 DPS 7313 (Chartwell Crescent)	27B
A107 (S14/48)	PaPaa	Lot 3 DPS 29232 (Colebrooke Lane, SH 26)	48B
A108 (S14/57)	Hamilton West Military Redoubt – Pukerangiora	Pt Allot 59A TN OF Hamilton West (Victoria Street)	45B
A109 (S14/95)	Narrows Redoubt – Military Redoubt	Allot 412 TN OF Hamilton East	46B
A110 (S14/116)	Rotokaeo – Waahi Taonga/Artefact Find	Lot 2 DPS 6986, Lot 3 DPS 6253 (Dalgliesh Avenue)	35B
A111 (S14/161)	Kairokiroki – Waahi Taonga/Artefact Find	Lot 2 DPS 12490	56B, 57B
A112 (S14/4)	Waiwherowhero – Borrow Pits	Lot 32 DPS 73457, Lot 29 DPS 73457, Lot 31 DPS 73457, Lot 30 DPS 73457, Lot 16 DPS 58002, Lot 28 DPS 73457, Lot 17 DPS 58002, Lot 1 DPS 73457, Lot 18 DPS 58002, Lot 142 DPS 58002, Lot 37 DPS 11797, Lot 38 DPS 11797, Lot 12 DPS 58002, Lot 67 DPS 79722, Lot 3 DPS 88119, Lot 2 DPS 88119, Lot 1 DPS 88119, Lot 87 DPS 76047, Lot 11 DPS 58002, Lot 85 DPS 76047, Lot 86 DPS 76047, Lot 88 DPS 76047, Lot 89 DPS 76047, Lot 13 DPS 58002, Lot 90 DPS 76047, Lot 94 DPS 76047, Lot 95 DPS 76047, Lot 93 DPS 76047, Lot 91 DPS 76047, Lot 92 DPS 76047, Lot 14 DPS 58002, Lot 96 DPS 76047, Lot 15 DPS 58002, Lot 32 DPS 73457, Lot 29 DPS 73457, Lot 31 DPS 73457, Lot 30 DPS 73457, Lot 16 DPS 58002, Lot 28 DPS 73457, Lot 36 DPS 11797, Lot 6 DPS 58002, Lot 7 DPS 58002 (Sandwich Road, Mangakoea Place, Bryant Road, Waiwherowhero Drive)	26B
A113 (S14/40)	Putikitiki – Oven	Lot 2 DP 17455 (Beale Street)	45B
A114	Te Wehenga – Urupa	Road Reserve (Grey Street)	45B
A115	Waipahihi Pa	Road Reserve (Armagh Street), Lot 6 DP 1258, Lot 1 DPS 22233, Lot 2 DPS 22233, Pt Lot 3 DPS 22233, Lot 4 DPS 22233, Pt Lot 5 DPS 22233, Pt Lot 12 DP79, Lot 1 DP 473450, Lot 2 DP	46B

		473450, Lot 3 DP 473450, Lot 54 DP 11312, Lot 55 DP 11312	
A116	The Hamilton Punt/borrow pits	Pt Lot 2 DPS 257, Lot 1 DPS 12771, Allot 498 TN of Hamilton West, Lot 1 DPS 257 Allot 414 – 430 TN of Hamilton West	45B
A117	Mangakookoea PaPaa	Lot 2 DPS 17549, Lot 1 DP 375694, Lot 2 DPS 89533, Lot 2 DP 323260, Lot 1 DPS 83830, Lot 2 DPS 83830, Lot 2 DPS 53641 (Awatere Avenue)	36B
A118 (S14/86)	Pukete – Waahi Taonga/Artefact Find	Lot 3 DPS 22187	16B
A119 (S14/72)	Te Tara-ahi Pa (later Moules Redoubt)	Lot 1 DP 35065, Lot 1 DP 21732	45B
A120	Matakanohi PaPaa	Lot 20 DPS 379, Lot 4 DPS 74739, Lot 2 DPS 76908	27B
A121	Urupa (unnamed)	Sec 2 SO 60256, Pt Allot 397, 398, 399 TN of Hamilton East (Cook Street, Wellington Street)	45B
A122	Te Toka O Arurei Urupa	Lot 2 DP 404902 (Claudelands Road)	45B
A123	Hua O Te Atua Urupa	Riverbank Reserve (adjacent to Marlborough) (Sapper Moore-Jones Place)	45B
A124 (S14/210)	Maaori Horticulture	Lots 1-4 DP 480575, Lots 10 & 17 DPS 10393, Lots 1-3 DP 321304, Lots 1-2 DP 526398, Lot 1 DPS 83083, Lot 2 DPS 46395	57B
A125 (S14/326)	Maaori horticulture	Lots 3,4,6,7 DPS 10393	57B
A126 (S14/320)	Maaori horticulture	Lot 2 DPS 11203, Lot 101 DP 505873	64B
A127 (S14/322)	Maaori horticulture	Lot 2 DP 540770 (Riverlea Road)	64B
A128 (S14/243) and (S14/193)	Maaori horticulture and Waahi Taonga/Artefact Find	Road Reserve, Lot 1 DPS 12314, Lots 2-4 DPS 79836, Lot 1 DPS 12767, Lots 1-3 DP 425317	57B
A129 (S14/477)	Maaori horticulture	Lot 5 DP 17475	65B
A130 (S14/318)	Maaori horticulture	Lot 5 DP 17475, Allotment 87 Te Rapa Parish	65B
A131 (S14/480)	Maaori horticulture	Allotment 87 Te Rapa Parish	65B
A132	Maaori horticulture	Lot 1 DPS 78023, Allot 88 Te Rapa	65B

<u>(S14/64)</u>		<u>Parish, Pt Allot 94 Te Rapa Parish</u>	
A133 <u>(S14/319)</u>	<u>Maaori horticulture</u>	<u>Lot 5 DP17475</u>	<u>64B, 65B</u>
A134 <u>(S14/479)</u>	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475</u>	<u>65B</u>
A135 <u>(S14/478)</u>	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475</u>	<u>65B</u>
A136 <u>(S14/321)</u>	<u>Maaori horticulture</u>	<u>Lot 1 DPS 90309</u>	<u>64B</u>
A138 <u>(S14/224)</u>	<u>Maaori horticulture</u>	<u>Pt Lot 6 DP 3464</u>	<u>57B</u>
A139 <u>(S14/475)</u>	<u>Maaori horticulture</u>	<u>Lot 4 DPS 81210, PT Lot 6 DP 34164</u>	<u>57B</u>
A140 <u>(S14/327)</u>	<u>Maaori horticulture</u>	<u>Lots 1-2 DP 320478, Lot 1 DPS 65267, Lots 1-2 DP 316288, Lots 1-2 DPS 73735</u>	<u>56B, 57B</u>
A141 <u>(S14/286)</u>	<u>Pit</u>	<u>Lot 2 DP 313598</u>	<u>64B</u>
A142 <u>(S14/113)</u>	<u>Pits</u>	<u>Pt Lot 1 DPS 11080 (Hutchinson Road)</u>	<u>2B</u>
A144 <u>(S14/203) and (S14/114)</u>	<u>Maaori horticulture and Waahi Taonga/Artefact Find</u>	<u>Pt Lot 3 DPS 5134 (Fonterra Dairy Factory, Te Rapa Road)</u>	<u>2B</u>
A149 <u>(S14/476)</u>	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475, Pt Lot 6 DP 34164</u>	<u>64B, 65B</u>
A153 <u>(S14/52)</u>	<u>Paa</u>	<u>Lots 1-3, 7, 8, 12-13, 15 DPS 91932 (Chlemsford Place, Southsea Crescent)</u>	<u>48B</u>
A154 <u>(S14/71)</u>	<u>Waahi Taonga/Artefact Find</u>	<u>Lot 2 DP 339280 (Clarkin Road)</u>	<u>27B</u>
A157 <u>(S14/485)</u>	<u>Maaori horticulture</u>	<u>Pt 3 2, 3 DPS 8875</u>	<u>16B</u>
A158 <u>(S14/89)</u>	<u>Waahi Taonga/Artefact Find</u>	<u>Lot 11 DPS 44248 (Te Rapa Road)</u>	<u>15B</u>
A159 <u>(S14/91)</u>	<u>Paa</u>	<u>Pt Allotment 252 Kirikiroa PSH, Allotment 483 Kirikiroa PSH</u>	<u>57B</u>
A160 <u>(S14/92)</u>	<u>Agricultural Ditch</u>	<u>Road Reserve (Wairere Drive)</u>	<u>29B</u>
A161 <u>(S14/93)</u>	<u>Waahi Taonga/Artefact Find</u>	<u>Road Reserve</u>	<u>58B</u>
A162 <u>(S14/130)</u>	<u>Swarbrick's Landing</u>	<u>Pt Lot 1 DP 10371 (River Road)</u>	<u>27B</u>

A163 (S14/335)	<u>Sod Fence</u>	<u>Sec 9 & 10 SO 483544 (Nevada Road)</u>	<u>48B</u>
A164 (S14/334)	<u>Historic Drain</u>	<u>Lot 1 DPS 38501, DPS 14931</u>	<u>29B</u>
A165 (S14/334)	<u>St Mary's Monastery and School (former)</u>	<u>Lot 2 DP 316850 (Clyde Street)</u>	<u>46B</u>
A167 (S14/191)	<u>Site of the Knox Street Drill Hall (former)</u>	<u>Section 1 SO 61293 (Knox Street)</u>	<u>45B</u>
A170 (S14/473)	<u>Historic dwelling (Former)</u>	<u>Lots 4-8 DP 19882, Lot 1 DPS 9292 (Victoria Street)</u>	<u>37B</u>
A171 (S14/254)	<u>Landing Place</u>	<u>Allotment 4A Pukete PSH</u>	<u>7B</u>
A172 (S14/258)	<u>Maaori horticulture</u>	<u>Road Reserve, Lot 1, Pt Lot 2 DPS 257, Lots 1-2 DP 447697, Allotments 420,421, 424, 498 Town of Hamilton West, Lot 1 DPS 12771 (Grantham Street)</u>	<u>45B</u>
A173 (S14/259)	<u>Historic Dwelling (Former)</u>	<u>Road Reserve, Lot 1, Pt Lot 2 DPS 257, Lots 1-2 DP 447697, Allotments 420,421, 424, 498 Town of Hamilton West, Lot 1 DPS 12771 (Grantham Street)</u>	<u>45B</u>
A174 (S14/481)	<u>Historic Dwelling (Former)</u>	<u>Section 4 SO 473519 (Cobham Drive)</u>	<u>57B</u>
A178 (S14/333)	<u>Maaori horticulture</u>	<u>Pt Allotment 252A Kirikiriroa PSH, Pt Section 23-24 Hamilton East Town Belt (Hamilton Gardens)</u>	<u>56B</u>
A179 (S14/491)	<u>Railway Hotel (former)</u>	<u>Part of Allot 1 Te Rapa Parish (High Street)</u>	<u>45B</u>
A180 (S14/492)	<u>Royal Hotel (former)</u>	<u>Allot 74 TN of Hamilton East (Cook Street and Grey Street)</u>	<u>46B</u>
A181 (S14/496)	<u>Maaori horticulture</u>	<u>Lots 1-2 DPS 86312, Pt Lot 8 DP 1233 (Grey Street, Clyde Street)</u>	<u>45B</u>

*The NZAA number refers to the New Zealand Archaeological Association reference number for the site.

Sites in Group 2 are included in the plan for information purposes only.

Schedule 8D: Historic Heritage Areas

ID Number	Name	Location and Description Refer to Planning Map for the schedule reference map showing the location of the heritage area.
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1

Acacia Crescent

The Acacia Avenue HHA is a loop road on the east side of Houchens Road, in 2022 forming the southern urban edge of the city.

The area overall is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes.

It is within the 8th Extension, being brought within the city boundary in April 1962 and it is of at least moderate heritage value.

Development Dates

- Surveyed for subdivision in 1961 with construction on the west side of the street by 1964

City Extension

- Located within the 8th extension of the city, April 1962

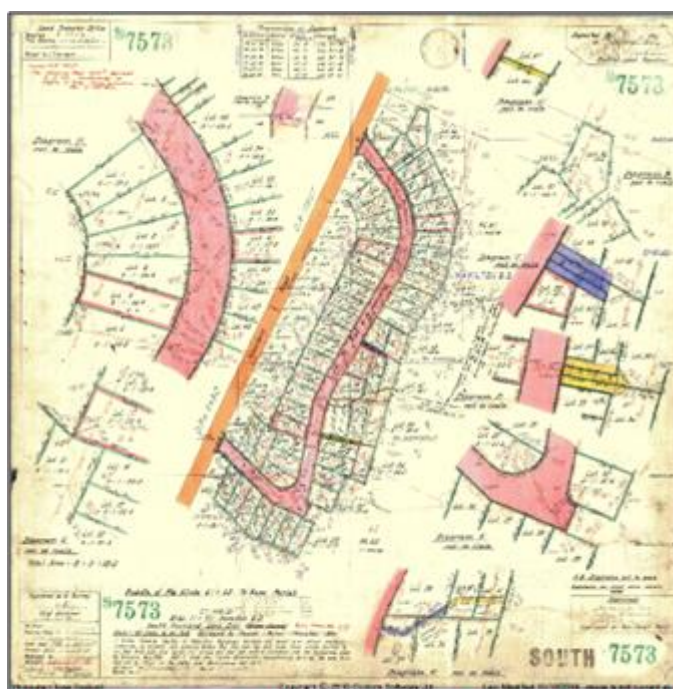


Figure 1. Survey plan for the subdivision of Acacia Crescent, November 1961 (LINZ DPS7573)

Summary of Values

Acacia Crescent is one of a series of subdivisions by the Houchen family, who originally operated a farm on the land. The subdivision of Acacia Crescent and surrounding area provides evidence of landowners capitalising on the growth of Hamilton City, which resulted in a collection of loop roads and cul-de-sacs developed in isolation. Acacia Crescent was initially an outlier when formed in the 1960s and later connected to the city by its ongoing growth. It remains at the southern boundary of the city. The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with little further subdivision and development from its establishment.

The dwellings in the street are largely 1960s and 1970s builds, dating from the original subdivision of the street, and most appear to be unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings.

Maintaining existing open (unfenced) frontages is an important element in maintaining

the historic heritage significance of the area.

The Acacia Crescent subdivision and dwellings brought forward on the land, are typical of the Early Post War Expansions (1950 to 1980) development period, including linked roads and cul-de-sacs and building plan forms which incorporate L, T and shallow V shapes

The HHA is considered to have at least moderate local heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period.

Background

(Historic, Cultural and Archaeological Qualities)

Acacia Crescent was part of a larger piece of land surveyed into allotments in May 1912. There was a homestead recorded on Lot 62, with a creek running near the eastern end of Lot 61-63.¹ From the 1920s, the land was owned by farmers Edward and Laura Houchen.²



Figure 2. Aerial taken in 1964, with the newly formed Acacia Crescent visible surrounded by agricultural land (www.retolens.co.nz).

Edward Houchen died in 1939 at the family homestead, 'Tirohanga,' on Houchens Road in 1939.³

The development of Acacia Crescent was part of a series of subdivisions carried out by the Houchen family. The first subdivision was along the main road (Houchen's Road), which was surveyed in July 1954, and the family also subdivided an adjacent street, Exeter Street, in 1975. Plans for further subdivision were evident in the July 1954 plan, which included a road connection.⁴



Figure 3. Acacia Crescent and surrounding area in 1988 (www.retolens.co.nz/)

Acacia Crescent was surveyed in November 1961 (Figure 1).⁵ The street was reportedly named after a stand of acacia trees in a nearby gully. All lots were approximately 1/4 acre (1,000m²) in size, surveyed in a rectangular shape. The majority of the sections had a short street frontage to the road, with some longer sections surveyed on the east side of the road. Acacia Crescent connected Houchens Road as outlined in the earlier survey plan and curved around behind the existing sections along Houchens Road.

Historic aerials show the newly formed crescent surrounded by agricultural land in the 1960s, located away from the edge of the city (Figure 2). These historic aerials show construction had started on the west side of the street by 1964, with almost all lots occupied by 1971.⁶ By 1974, the majority of lots on the eastern side of the road were also occupied.

Houses were constructed in varied building forms, with L-shaped and T-shaped dwellings visible. The dwellings on the western side of the road have a similar setback and well-formed driveways leading up to the house from the street.⁷

In April 1962, Acacia Crescent was brought within the city boundaries as part of Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.⁸ Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.⁹ Acacia Crescent was gradually connected to the city with ongoing development and residential construction. Aerials show Acacia Crescent was developed in isolation, likely due to its subdivision from privately owned land. It was developed during a period where many loop roads and cul-de-sacs were formed in isolation as part of a private subdivision from privately owned land. By 1988, residential development connects Acacia Crescent to the city to the north (Figure 3).

There have been no changes to lot size and layout since the establishment of Acacia Crescent. Only one lot has been subdivided with a small, modern unit constructed

near the street edge. The overall form of the street and development is typical of the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements
(Architectural, Scientific Qualities and Technical Qualities)

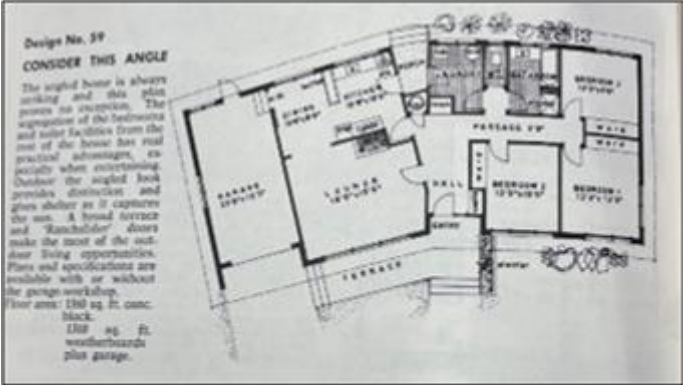


Figure 4. Excerpt from Leighton Carrad, *New Zealand Home Builder* (Auckland: Architectural Design Service, 1966).

A new era of suburban housing vernacular was established in the 1960s with the introduction of architecturally designed houses from plan books, that provided some more variation in styles, materials, and layouts, compared to the earlier State housing vernacular. The dwellings along Acacia Crescent appear to have strong similarities with the 1960s plan books, with multiple houses with angled designs, gable windows, large picture windows, and built-in garages. Split level dwellings dominate, taking advantage of the topography of the site.

The following 1960s architectural elements are present at Acacia Crescent, and are particularly visible along the western side of the road:

- Linked or integral garages,
- Plain, flat wall surfaces with rectangular picture windows,
- Timber window frames with opening top lights,
- Front doors glazed with small panels,
- Low pitched roofs with gable ends finished with a prominent but plain bargeboard,
- Tiled roofs,
- Red bricks or light brown/grey/dull coloured bricks, and
- White painted panels between windows.



Figure 5 Aerial dated 1971 showing the Acacia Crescent HHA (in red) with current building outlines (in blue) showing little change since the 1970s (Retrolens, SN3470, with overlay).

There appears to have been little change to the dwellings along Acacia Crescent, since the street's original establishment (Figure 5). The western side of the street has a uniform set back, which is presently enhanced by low to medium height boundary treatments. Properties are generally positioned parallel to the street. The street is raised above the eastern side of the street, which reduces the visibility of properties on this side. They are representative of the Early Post War Expansions (1950 to 1980) development period.

2	Anglesea Street	<p>The Anglesea Street HHA comprises part of the western side of the street at its very south end.</p> <p>Anglesea Street forms part of a grid pattern of streets in the central city and the 1927 Map of Hamilton's boundaries indicates that the identified area historically connected to Hilsborough Terrace, allowing connection to Tidsall Street and the River.</p> <p>The identified area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) heritage theme.</p> <p>It is located within the original Borough boundaries and it is of at least moderate heritage value.</p>
32	Ashbury Avenue	<p>The Ashbury Avenue HHA is the first of a series of linked culs-de-sac on west side of Silverdale Road and provides the only link into the area.</p> <p>The area is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes.</p> <p>It is located within the 8th extension to the City boundary; April 1962 and it is of at least moderate heritage value.</p> <p>Development Dates</p>

Figure 6: The 1916 subdivision plans for two lots facing Tramway Road (retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

Part of the land now forming Ashbury Avenue was surveyed for FC Lichfield in 1916, to create two lots facing Tramway Road; now Silverdale Road.

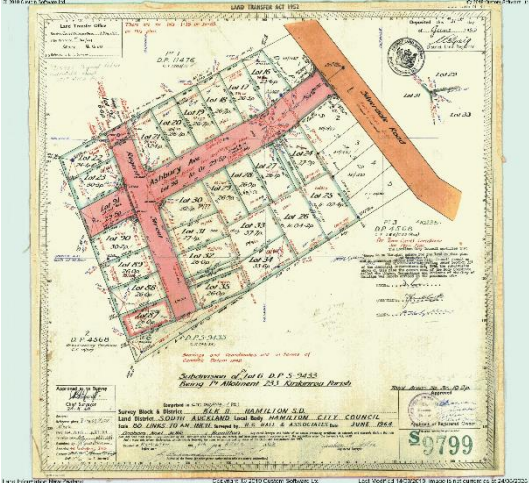


Figure 7. The original subdivision plan (retrieved from premise.co.nz)

The land is located in the 8th Extension to the City; this was Hamilton’s largest boundary extension which almost doubled the land area of Hamilton City.¹⁰ Hamilton’s population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City’s boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.¹¹

There was already the Ruakura Research Centre to the north and in 1960, a newly established Hamilton Teachers’ College along with a branch of the University of Auckland opened a joint campus at Ruakura. In 1964, they moved to their new site around 1200m to the north of Ashbury Avenue, and the University of Waikato was established.

In December 1963 Chartwell Properties Limited were granted a subdivision of Lot 2, forming five lots facing Silverdale Road, and providing connection to Lot 6 to the rear. Lot 6 was further surveyed in 1965 to create a series of lots facing Ashbury Avenue and Regent Street. The first building permit was granted in February 1965. Ashbury Avenue was named in 1963 by Chartwell Properties owner Mr McLachlan, reportedly at the suggestion of one of the sales staff.¹²

Ashbury Avenue is the first of a series of linked culs-de-sac on west side of Silverdale Road, and provides the only link into the area. The street also provides direct access to Jansen Park; this park provides the west boundary to the residential area, and there are direct views westward along the straight alignment of the street into the park.

The layout of the wider street network, of which Ashbury Avenue is part, is typical of the Early Post War Expansions Development Period (1950 to 1980), comprising a series of linked culs-de-sac and irregular shaped roads. Common with the development period, the subdivision layout includes a number of rear lots. These pairs of rear lots are accessed by wide shared driveways from the street, running between adjacent lots.

		<p><u>Overall, street facing lots are generally of a similar size, shape and dimension (from around 650m² to 700m²) although corner lots are larger, as are the rear lots.</u></p> <p><u>Buildings and Streetscape Elements</u> (Architectural, Scientific and Technical Qualities)</p> <p><u>Buildings generally show a similar setback and are usually placed perpendicular to the street. They show designs and materials typical of the 1960s plan books, with large picture windows and varied roof shapes.</u></p> <p><u>The majority of dwellings are single storey with some two storey.</u></p> <p><u>The buildings generally have brick elevations, with some split block and artificial stone, fibre cement cladding to gables and some blockwork plinths on other buildings. There are a mixture of gable and hipped roofs with mainly corrugated steel coverings, although there are some tiled roofs. Buildings have large areas of horizontal proportion picture windows. Building plan forms incorporate L, T and shallow V shapes. All of these features are typical of that expected in the Development Period.</u></p> <p><u>Many front yards are open plan with some low retaining walls containing the original ground levels and some other low fences; the retaining walls are constructed in a range of materials although blockwork dominates. There is planting along the frontage of some front yard areas, along with some taller fences (both timber and ornate precast concrete).</u></p> <p><u>Each lot has a fully formed driveway, leading to parking and garages. Many garages are detached and located within the rear yard; a typical arrangement for houses built earlier in the period. The two storey buildings incorporate garages in their blockwork lower level.</u></p> <p><u>The streets has berms with regularly spaced street trees on the north side. Overhead electricity lines on the south side of the street limit street trees.</u></p>
4-3	<u>Augusta Street, Casper Street and Roseberg Street</u>	<p>The Augusta Street, Casper Street and Roseberg Street HHA consists of a series of linked culs-de-sac on the north side of Clarkin Road.</p> <p>The area overall is consistent with a significant number of the features of the construction company era and the dominance of the private car (1960s) and changing suburban form (1970s) heritage themes.</p> <p>It is located within the 8th extension to the City boundary; April 1962 and it is of at least moderate heritage value.</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>Subdivision Approved October 1963 and 1964</u> <u>First building permits granted in February 1963.</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>Located in the 8th extension to the City; April 1962.</u> <p><u>Summary of Values</u></p> <p><u>Augusta, Casper and Roseburg Streets form a subdivision by the Roach family, who had previously subdivided land along the frontage of Clarkin Road.</u></p> <p><u>The subdivision of Augusta, Casper and Roseburg Streets is evidence of an owner/developer bringing forward a subdivision within an area recently added to the city, by way of the 8th extension. The resulting subdivision, and dwellings brought forward on the land, are typical of the Early Post War Expansions (1950 to 1980) development period, including linked roads and cul-de-sacs and building plan forms which incorporate L, T and shallow V shapes.</u></p>

The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with little subdivision or development from its establishment. The dwellings in the street are largely 1960s builds, dating from the original subdivision of the street, and most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings, which are representative of the Early Post War Expansions (1950 to 1980) development period.

Maintaining existing open (unfenced) frontages is an important element in maintaining the historic heritage significance of the area.

The HHA is considered to have at least moderate local heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period.

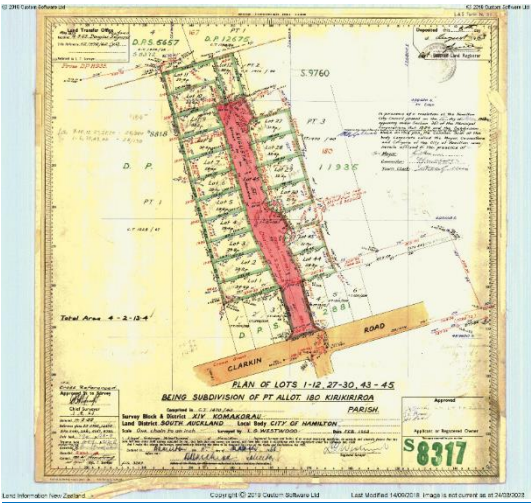


Figure 8. The original subdivision plan for Augustus Street (retrieved from premise.co.nz/)

Background
(Historic, Cultural and Archaeological Qualities)

The HHA is located to the north of Clarkin Road; named after the Clarkin family who had already subdivided land along the street. The land at the south end of the HHA, facing Clarkin Road, was added to the City in the 5th extension in 1949 and had been subdivided in 1954. This earlier subdivision had maintained the ability to access the Augustus Street land.

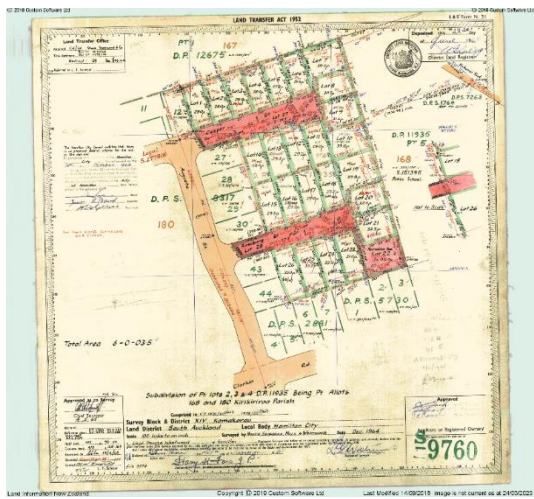


Figure 9. The original subdivision plan for Roseburg Street and the east section of Casper Street (retrieved from premise.co.nz/)

The land was added to the City as part of the 8th Extension; this was Hamilton’s largest boundary extension which almost doubled the land area of Hamilton City. Hamilton’s population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City’s boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.

The area was subdivided for residential development in stages, the first of these being in October 1963, soon after the land was brought into the city in April 1962. This subdivision confirmed the alignment of Augusta Street, with a latter subdivision in 1964 bringing Roseburg Street and the eastern portion of Casper Street. The first building permit was granted in February 1963.

Augusta Street was named by members of the Roach family, owners/developer’s of the property¹³. The theme of street names in the area were names famous in golfing circles. Augusta Street was named after Augusta National Golf Course, home of the Master’s Golf Championship and Roseburg from a golf course in Oregon, USA.¹⁴

The area consists of a series of linked culs-de-sac; Augusta Street provides the only link into the area. To the north the area is contained by the St Paul’s Collegiate School. The street and subdivision layout is typical of the Early Post War Expansions (1950 to 1980) development period



Figure 10: Cropped 1971 aerial photograph of the area (retrieved from www.retrolens.nz)

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

Lots are generally of a similar size and dimension (from around 700m² to 850m²), and buildings show a similar setback and are usually placed perpendicular to the street. Each dwelling has been positioned to create a good sized private rear garden area.

The majority of dwellings are single storey. They have a range of plans forms, as is typical of development within the Development Period, with brick elevations and some blockwork plinths on other buildings. There are a mixture of gable and hipped roofs with corrugated steel coverings. Gables often have fibre cement cladding above window level. Buildings have large areas of horizontal proportion picture windows, including large corner windows.

Each dwelling has a fully formed driveway, providing access to garages within rear yards for many of the buildings, and to garages integral in a lesser number of the buildings.

Many front yards are open plan with some low retaining walls containing the original ground levels and some other low fences. There is significant planting within some front yard areas, although this is not typical.

The streets have wide berms, narrow carriageways and small regularly spaced street trees. There are direct views along the each of the street within the HHA, although the curved alignment curves of Augusta Street adds interest to the views along it. The layout is typical of the Early Post War Expansions (1950 to 1980) development period, comprising a series of linked culs-de-sac.

5-4

Casey Avenue

The Casey Avenue HHA is based around the section of Casey Avenue from Boundary Road to Tamihana Avenue, including Treloar Street, a short of cul-de-sac on the east side of the street.

The area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) and comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) Heritage Themes.

The south section of the HHA is located within the 1st extension to the Borough boundaries (October 1912) with the northern section located within the 5th extension (April 1949).

Development Dates

- First sections surveyed for subdivision by private landowners in 1919 and 1922
- Sections for State housing subdivided in 1941

City Extension

- Located within the 1st extension, October 1912 (south end), and 5th extension, April 1949 (north end)

Summary of Values

Casey Avenue was established as a private subdivision by multiple different landowners over 20 years, with the earliest capitalising on the growth of Hamilton City and improving transport connections to Claudelands. Later, State housing was also constructed in the area, developing sections of available land within existing housing. There are a mix of housing typologies within the proposed HHA that reflect the historical context of the site – both the private subdivision and development by private owners and the construction of State housing from the 1940s.

The HHA is considered to have at least moderate local heritage significance as the subdivision of the street and earlier housing is a good example of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, which has continued to grow and evolve to respond to continued demand for both market housing and state housing, with the latter integrated with the existing houses as well in Treloar Street where existing sections were subdivided.

Background

(Historic, Cultural and Archaeological Qualities)

Casey Avenue was originally part of a larger area of land owned by Andrew Primrose and subdivided in January 1919. Lot sizes ranged from 6 to 25 acres. The northern end of Casey Avenue, which does not form part of the HHA, appears to have been formed first by another landowner with Primrose extending the road through his land. The earlier section of Casey Avenue was named after the landowner, J. Casey, in 1917.¹⁵

The first sections subdivided were those on the eastern side near Boundary Road, which were surveyed in August 1919 by John Primrose. At that time, the road was recorded as 'Casey's Avenue.' Fourteen sections of largely the same size were surveyed.¹⁶ The sections along Casey Avenue were further subdivided over the next 20 years. The sections bordering Boundary Road were surveyed in 1922 for H. T. Gillies and appear to be a private subdivision of Gillies' land (Figure 11; in orange).¹⁷ The western side of the road consisted of large sections which were later subdivided into smaller residential sections.¹⁸ The straight road alignment, and back to back form of the street and wider local area is typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.



Figure 11 Casey Avenue subdivision dates with current building outlines (in blue)

Connection to the Claudelands area improved from 1884 when the Hamilton-Morrinsville railway opened; the railway station in Claudelands opened at the same time and remained open until 1991. This provided direct access to Claudelands from Auckland. A footbridge was constructed over the Waikato River, adjacent to the railway bridge approximately 2km from Casey Avenue, in 1908.¹⁹ A commercial centre was established nearby along Heaphy Terrace, between Marshall and Oxford Street, in the 1920s.²⁰ In August 1937, the area around Casey Avenue was recognised as a “rapidly developing and valuable position where the demand is daily increasing.”²¹

Reports on the progress of State housing in Hamilton included dwellings constructed on Casey Avenue by December 1940 (Figure 11; in blue).²² The infill housing in Casey Avenue can be seen as an example of the integration of State housing tenants into suburban communities, rather than forming large estates.²³

Treloar Street was formed in December 1941, and involved a subdivision of existing sections surveyed in August 1919 (Figure 11; in white line). The sections of Treloar Street and the sections surveyed in February 1939 were earmarked for State housing, with Crown ownership of these sections.²⁴ These properties would provide land for 18 new units and would provide State housing in all of Hamilton’s suburbs.²⁵ Units had been constructed by December 1941.²⁶ It is unclear whether these sections had been developed prior to their subdivision for State housing.



Figure 12. Aerial dated 1943 showing development along Casey Avenue and Treloar Street with the HHA (in red) and 1st extension (in orange) (Retrolens, SN266, with overlay)

The earliest aerials available date to 1943 and show development along Casey Avenue, bar about four sections on the eastern side of the street (Figure 12). The sections fronting Casey Avenue are all occupied by 1948, just prior to the northern section of the street was incorporated into the fifth extension to Hamilton City.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

There are a mix of housing typologies within the Casey Avenue HHA that reflect the historical context of the site – with a combination of materials and styles constructed by private owners and the more cohesive style of State housing from the 1940s.

The State housing is typical of the 1940s design and is seen at Treloar Street and on the western side of Casey Avenue, opposite Treloar Street. There is more variation in the privately developed sections, which incorporate brick in simple English cottage and English bungalow styles. There are also some older dwellings at the junction of Casey Avenue and Boundary Road representing California and English bungalow styles.

65

Cattanach Street

The Cattanach Street HHA is part of a grid network of streets located between Sandwich Road and the Waikato River.

The area overall is consistent with a significant number of the features of the construction company era and the dominance of the private car (1960s) and changing suburban form (1970s) heritage themes. It is of at least moderate heritage value.

Development Dates

- Subdivision granted August 1974.
- Road constructed by 1974

		<ul style="list-style-type: none"> • Some houses in place in 1975. <p>City Extension</p> <ul style="list-style-type: none"> • Located in the 8th extension to the City; April 1962. <p>Summary of Values</p> <p>Cattanach Street is part of a larger series of subdivisions by the DV Bryant Trust, a very significant landowner and philanthropist, making positive contributions to the welfare of the community in Hamilton and the wider Waikato.</p> <p>The subdivision of the land began 12 years after the land was incorporated into the city, illustrating the large areas of land available for development in St Andrews area at the time.</p> <p>The resulting subdivision, and dwellings brought forward on the land and wider area, are typical of the development period, including the linked roads and cul-de-sacs. The building plans and designs are typical of those expected in the later part of the Early Post War Expansions (1950 to 1980) development period.</p> <p>The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with no further subdivision or development from its establishment. The dwellings in the street are largely 1970s builds, with some 1980s buildings. Most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1970s and 1980s buildings.</p> <p>Maintaining existing open (unfenced) frontages is an important element in maintaining the historic heritage significance of the area.</p> <p>The HHA is considered to have at least moderate local and regional heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period and its connection to the DV Bryant Trust.</p> <p>Background</p> <p>(Historic, Cultural and Archaeological Qualities)</p> <p>The 1912 survey plans show that what is now Cattanach Street was part of a wider holding owned by the Madill family. Following this it passed to the Bryant family.</p> <p>The DV Bryant Trust was established in 1960. Following the death of Dan Bryant in 1962 the trust prospered through the sale of the remaining 200+ acres of the Bryant family farm at Te Rapa adjacent to the Waikato River and Hamilton Golf Club. This land was subdivided into residential and industrial blocks from the 1960s.</p> <p>The land was brought into the City as part of the 8th Extension to the City. This was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.²⁷ Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.²⁸</p> <p>The DV Bryant Trust have played an important role in the history of Hamilton, distributing some of its surplus income to welfare agencies and community organisations both within Hamilton and the wider Waikato, including amongst others funding Bryant Hall and the Academy of Performing Arts Centre at the University of Waikato (UoW), the Bryant Village retirement community, and various School and UoW Scholarships.²⁹</p>
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Subdivision consent was granted for the street on 14th August 1974. It was named in 1974 by the Bryant Trust Board, after their former chairperson and Presbyterian minister, Reverend Duncan Cattanach.³⁰



Figure 13: Cropped aerial photo, 1975, showing some houses in place (retrieved from www.retrolens.nz)

The road was in place by 1974 and some houses building by 1975. By 1979 the road formed part of a wider grid network of streets located between Sandwich Road and the Waikato River. The network of streets links northwards under Wairere Drive, although overall there are a limited number of connections out of the area (as is typical of development representative of this Development Period). Overall the layout of the local area and Cattanach Street is typical of the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

There area consists of a mix of single storey and two storey dwellings.

The majority of buildings have brick elevations, with lighter cladding on gables, a mixture of gable and hipped tiled roofs, wide eaves and large areas of horizontal proportion picture windows. The buildings are generally large.

Many of the buildings display features which are typical of buildings constructed later in the in the Early Post War Expansions (1950 to 1980) development period, including:

- Concrete tiled roofs
- First floor balconies overlooking the street on some of the two storey buildings.



Figure 14. Retrolens - 1979

- Dutch and Dutch gable roofs
- Integral garaging (on single storey and two storey buildings)

By 1979 there were still a number of lots still not developed in the street. A number of buildings were therefore developed in the street after 1980, including 12 Cattnach Street which is within the HHA, although these lots do form part of the original subdivision pattern of the street.

Lots are generally of a similar size and dimension (from around 860m²) although corner lots are larger. Buildings generally show a similar setback and are usually placed perpendicular to the street. Each dwelling has a fully formed driveway leading to integral garaging, as typical for buildings of the later period.

The majority of front yards are open plan (representative of the heritage theme), although there is a timber retaining wall and tall fence above at 7 Cattnach Street. The majority of sites have planting within their front yard area. The street has a narrow carriageway, with regularly spaced street trees in narrow berms.

76

Chamberlain Place

~~The Chamberlain Place HHA consists of cul-de-sac located to the north of Snell Drive. The area shows strongly representative of both the comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) and the dominance of the private car and changing suburban form (1970s) heritage themes. It is of at least moderate heritage value.~~

Development Dates

- Road is shown under construction in 1974 aerial photo.
- Certified Subdivision plan dated May 1976
- Dwellings all constructed in the 1979 aerial photograph.

City Extension

- Within the 8th extension

Summary of Values

Chamberlain Place is a subdivision by the Housing Corporation of New Zealand. The development illustrates the development and provision of social housing by the newly formed Housing New Zealand Corporation, whilst seeking to provide generous outdoor spaces for all units around a common central open space. Whilst provision is made for vehicular access to each lot, driveways and parking are not a dominant element; even where longer driveways lead to rear lots a central grass strip is maintained in the centre.

The dwellings are typical of those being developed by the Housing Corporation in the

local area. Whilst they are of simple designs, they incorporate features seen in market housing constructed at a similar time including large windows (some full height) and on some units brick elevations under tiled roofs.

The use of a cul-de-sac road layout is also typical of the development period.

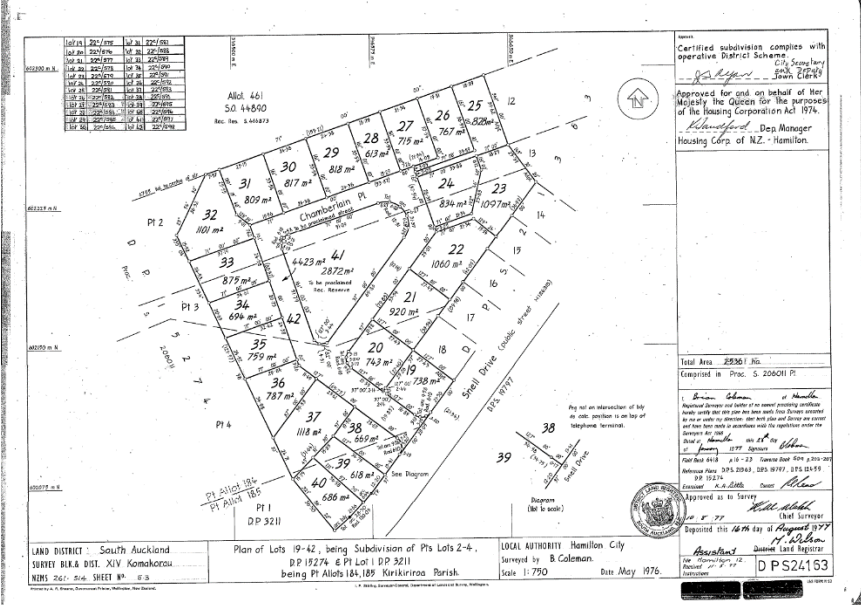


Figure 15: Original 1974 subdivision plan (retrieved from [premise.co.nz](#))

The area shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with little change from its establishment. The dwellings in the street are all 1970s builds, dating from the original subdivision of the street, and most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1970s state houses.

Maintaining existing open (unfenced) frontages is an important element in maintaining the historic heritage significance of the area.

The HHA is considered to have at least moderate local heritage significance as a little altered area of State Housing constructed in the Early Post War Expansions (1950 to 1980) development period.

Background

(Historic, Cultural and Archaeological Qualities)

The land was brought into the City as part of the 8th Extension. This was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City. Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.

The subdivision and construction of Chamberlain place coincided with formation of the Housing Corporation of New Zealand in 1974, from the merger of the State Advances Corporation and the Housing Division of Ministry of Works. The street was named by the Housing Corporation, following a theme of famous coaches or athletic stars. The street was named after Marissa Chamberlain, a track and field athlete who competed in the 1966 Commonwealth Games.³¹

Historic subdivision plans show that in 1919 the land was owned by FJ Tatley, who subdivided land between the current Chamberlain Place and Crosby Road.



Figure 16: 1919 subdivision plan (retrieved from premise.co.nz)

The area consists of a single entrance road from Snell Drive which forms a loop around a central open space. Land to the west and north is Reserve, with significant areas of trees within these areas providing a backdrop.

The majority of houses face on to the central open space, which was acquired by HCC in August 1977.³²

A subsequent subdivision was granted in 1998. This appears create new lot boundaries to ensure that semi-detached (duplex) dwelling has its own independent lot.



Figure 17: Earthworks for the road in 1974 (retrieved from retrolens.nz)

Buildings and Streetscape Elements
(Architectural, Scientific and Technical Qualities)



Figure 18. The completed development in 1979 (retrieved from retrolens.nz)

The area includes a mixture of semi-detached and detached single level dwellings. Buildings are of simple state house designs, with concrete (split face) and clay brick or fibre cement weather board elevations under corrugated or tiled roofs. Roofs have either gables or Dutch gables. These are features also seen on market housing during this Development Period. Whilst the materials vary, the simple shape and forms of the buildings ensures that overall, it has a coherent appearance.

The area maintains the existing levels and topography across sites.

Buildings are located to provide a private rear outdoor space approximately equal to or larger than the front yard area. The majority of houses retain simple lines of concrete for driveways, leading to parking areas/car ports (although some do have garages set well behind the main dwelling). Front boundaries are almost all open plan with very limited planting.

The street has a narrow carriageway, with narrow berms and footpaths, on the outside of the street only. There are no street trees, although this is more than mitigated by the large trees within the open space which forms the focus of the area.

Overall, the area appears very unaltered from the 1979 aerial photograph.

7

Claudeland
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Development Dates

- Shown on survey of Township of Claudelands 1879, although many of the sites were subsequently further subdivided.
- Many of the subsequent subdivisions begin after the turn of the 20th Century
- The Record Map Pt. Hamilton Domain, 1935, shows subdivision patterns similar to the current time.

City Extension

- Within the 1st extension October 1912

Summary of Values

The area is a significant example of a developer subdividing land beyond the boundaries of the Borough. In this case the area has undergone further subdivision to create a mixed use

[area which has continued to evolve to respond to the needs of its local community.](#)

[The evolution of the area over time, guided by Claude's subdivision plan of 1878 with further subdivision from the early 20th Century onward, prior to the land being brought into the city, responded to the population growth in the area following the opening of the railway station in Claudelands in 1884, only 7 years after the railway arrived in Frankton, and the improved connectivity that this provided to Auckland and to the wider Waikato.](#)

[Since the area was originally developed it has continued to evolve. Whilst there has been some site amalgamation, for instance to create the former petrol filling station at 718 Grey Street \(now redeveloped\), the original subdivision pattern remains broadly unchanged.](#)

[The HHA is considered to have at least moderate local heritage significance as the subdivision of the area, the remaining shop units and the redeveloped commercial units are a clear representation of the Late Victorian and Edwardian and during and after inter-war growth \(1890 to 1949\) development period and its continued evolution to meet changing needs.](#)



[Figure 19: 1879 Township of Claudelands plan](#)
[\(retrieved from premise.co.nz\)](#)

Background

[\(Historic, Cultural and Archaeological Qualities\)](#)

[Prior to the 1864 invasion of the Waikato by colonial troops, Miropiko Pā, at River Road, in the north-west of Claudelands, was occupied by Ngāti Wairere, Ngāti Hānui and Ngāti Kourathey. However, following the invasion they moved to Gordonton and the land was confiscated and sold by the government.](#)



Figure 20: 1906 plan of the subdivision of land to the west of Grey Street (at the time known as Heaphy Terrace) (retrieved from premise.co.nz)

Initially the land was allocated soldier settlers, but many of them sold their land to Francis Richard Claude, as an early wealthy settler from South America. Overall Claude bought 400 ha (990 acres) and subdivided most of it in 1878.

Part of an area of existing kahikatea forest was cleared to create a racecourse, which was subsequently sold to the South Auckland Racing Club and then the Waikato A&P Association. The A&P Association had their first show on the 27th October 1892. Racing moved to the Te Rapa Racecourse in 1925.

The Hamilton-Morrinsville railway opened on 1 October 1884; the railway station in Claudelands opened at the same time and remained open until 1991. This provided direct access to Claudelands from Auckland. In 1908 a footbridge was added to the Claudelands Bridge to allow easier access to and from Victoria Street.

The area of the subsequent Claudelands commercial centre was included in Claude's 1879 'Township of Claudelands' plan, although the land to the west of Grey Street (known at the time as Heaphy Terrace) was shown as a single lot running down to River Road and the land to the east was shown as subdivided into large residential sections. Subsequent subdivisions have been granted to create the lots seen across the area today, from around the turn of the 20th Century onwards, including after the area being brought into the Borough in April 1912. The Record Map Pt. Hamilton Domain, 1935, covers part of the area and shows a subdivision pattern quite similar to the layout seen today.



Figure 21: Grey Street looking South from north of the Te Aroha intersection
 (Alexander Turnbull Library 1/2-007114-G)

The street pattern created by the subsequent subdivisions remains a very clear representation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 22: Cropped 1953 aerial photo of the
 area (retrieved from retrolens.nz)

The 1920 photograph at Figure 21 illustrates the group of shops around the intersection of Grey Street with Te Aroha Street at that time. The building showing on the right (in the southwest corner of the intersection) still exists today.

To the north of this a number of other older shop buildings still exist, including shops attached to owners houses (including 707/711 and 731/737; Grey Street). In these instances, the dwelling is set back from the street with the residential front yard beside the shop. This arrangement is typical of the Development Period and is seen in other suburban shopping areas. These shop units present traditional style shop fronts to the street, with verandahs

		<p><u>projecting over the street above this, and in one case a raised parapet above to increase the presence of the commercial premises. At the northern edge of the area, on the intersection of Claudelands Road is the two storey Claudelands Road electricity sub-station building. The more recent shop buildings, illustrate the continued evolution of the area to serve the needs of its local community; the area has responded to changing needs and demands whilst remaining true to its Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) subdivision pattern.</u></p>
8	Claudelands	<p>The Claudelands HHA comprises a grid network of streets north of Claudelands Road/the Railway, linking from River Road to Heaphy Terrace.</p> <p>The area overall still represents a significant period of Hamilton's evolution and history and is clearly representative of the early establishment of a service town (pre-1930s) heritage theme and is of at least moderate heritage value.</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> • <u>Shown on survey of Township of Claudelands 1879, although many of the sites were subsequently further subdivided.</u> • <u>Many of the subsequent subdivisions begin in the early 20th Century</u> • <u>The Record Map Pt.Hamilton Domain, 1935, shows subdivision patterns similar to the current time.</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> • <u>Within the 1st extension October 1912</u> <p><u>Summary of Values</u></p> <p><u>The area is a significant example of a developer subdividing land beyond the boundaries of the Borough. The subsequent development of the area over time, guided by Claude's subdivision plan 1878 with further subdivision from the early 20th Century onward, prior to the land being brought into the city, responded to the opening of the railway station in Claudelands in 1884, only 7 years after the railway arrived in Frankton, and the improved connectivity that this provided to Auckland and to the wider Waikato.</u></p> <p><u>Since the area was originally developed, it has continued to evolve, responding to the further improved connectivity to the CBD brought by the adaptation of the original Claudelands rail bridge to take vehicles in 1968. Despite the intensification which has taken place, the original subdivision pattern remains broadly unchanged.</u></p> <p><u>The HHA is considered to have at least moderate local heritage significance as the subdivision of the area and the remaining villas and bungalows are a clear representation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.</u></p> <p><u>Background</u> (Historic, Cultural and Archaeological Qualities)</p>

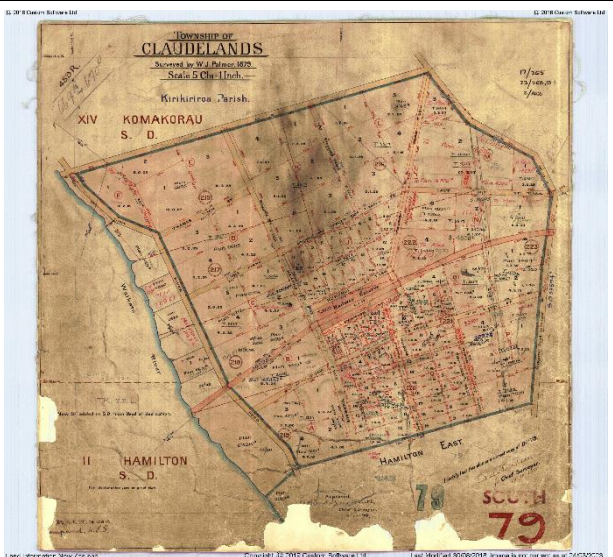


Figure 23: 1879 plan of Township of Claudelands

[\(retrieved from premise.co.nz\)](#)

Prior to the 1864 invasion of the Waikato by colonial troops, Miropiko Pā, at River Road, in the north-west of Claudelands, was occupied by Ngāti Wairere, Ngāti Hānui and Ngāti Kourathey. However, following the invasion they moved to Gordonton and the land was confiscated and sold by the government.

Initially the land was allocated soldier settlers, but many of them sold their land to Francis Richard Claude, as an early wealthy settler from South America. Overall Claude bought 400 ha (990 acres) and subdivided most of it in 1878.



Figure 24: Survey plan for O'Neill Road for Mrs Lewis

[O'Neill 1909 \(retrieved from premise.co.nz\)](#)

Part of an area of existing kahikatea forest was cleared to create a racecourse, which was subsequently sold to the South Auckland Racing Club and then the Waikato A&P Association. The A&P Association had their first show on the 27th October 1892. Racing moved to the Te Rapa Racecourse in 1925.

The Hamilton-Morrinsville railway opened on 1 October 1884; the railway station in Claudelands opened at the same time and remained open until 1991. This provided

direct access to Claudelands from Auckland. In 1908 a footbridge was added to the Claudelands Bridge to allow easier access to and from Victoria Street.

The area was included in Claude's 1878 subdivision and is included on the 1879 'Township of Claudelands' plan. Subsequent subdivisions have been granted to create the lots seen across the area today, from around the turn of the 20th Century onwards (prior to the area being brought into the Borough in April 1912). The Record Map Pt. Hamilton Domain, 1935, covers part of the area and shows a subdivision patterns similar to the current time.

The street pattern created by the subsequent subdivisions remains a very clear representation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period:

- Streets tend to meet at right angle
- Back to back lot patterns
- A relatively high-density built environment
- Retention of green open spaces in the wider area, including the 'racecourse' and associated forest



Figure 25. Cropped 1943 aerial photo
(retrieved from retrolens.nz)

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

As illustrated in by 1943 aerial photograph, the uptake of sections was almost complete by 1943. Whilst this would initially have led to less initial variation in architectural style, the area has seen the development of a relatively large number of two storey flats in the 1960s and 1970s. These are often having concrete block or plaster elevations, and flat roofs. However, this form of development has left the overall subdivision layout and street layout unchanged – generally developments have taken place on a single lot and lots have not been amalgamated.

The large street trees across the area are a significant feature and, in many cases, assist with reducing the dominance of the flat developments. Within that part of the wider area included within the HHA the flats are not a dominant feature but live


		<p><u>alongside the original single level detached dwellings.</u></p> <p><u>There are a range of styles of original dwellings within the area, including Villas, California Bungalows and more recent styles in brick or plaster. The regular setbacks from front and side yards provides consistency. Overall, the impression is that these buildings represent the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period. However, of equal interest is the evolution of the housing stock in the area, within an area which is very close to the city centre, particularly after the installation of the lower-level rail bridge over the River in 1968 and the adaptation of the original rail bridge to take vehicles. The area has responded to changing needs and demands whilst remaining true to its Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) subdivision pattern.</u></p>
9	<u>Fairfield Road</u>	<p><u>The Fairfield Road HHA consists of the curving section of Fairfield Road from Haultain Street to Heaphy Terrace along with the short Gardiner Place which links north from this. Fairfield Road is a busy street which forms part of a link from River Road to Heaphy Terrace, both of which are key routes for north-south movement in the eastern part of the City.</u></p> <p><u>The area has shown that overall it is consistent with a significant number of the features of the comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) heritage theme. It is of at least moderate heritage value.</u></p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>Between 1949 and 1953</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>Within the 5th extension, April 1949</u> <p><u>Summary of Values</u></p> <p><u>Fairfield Road was developed at a time when Hamilton was undergoing significant growth; it was about to reach a population of 30,000 and the post war period brought new ideas regarding the planning and layout of towns. The area records and illustrates this.</u></p> 

Figure 26. Aerial photo, 1953, illustrating the flowing street layout
retrieved from retrolens.nz

Developed by the state at the end of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and crossing into the Early Post War Expansions (1950 to 1980) development period, the area reflects some of each, with the simple state house designs reflecting the earlier period, whilst the curving street design moves away from the previously regimented grid street layouts to the post war free flowing street form.

Whilst most sites would have been open plan, many now have fences along their street boundaries. Further tall fences would have a negative impact on the heritage values of the area, but fences of up to 1.2m could be inserted whilst maintaining the historic heritage values of the area.

The HHA is considered to have at least moderate local heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period.

Background

(Historic, Cultural and Archaeological Qualities)

The state housing on Fairfield Road was built somewhere between 1949 and 1953. It was named in 1948-9 by the Housing Corporation and Hamilton City Council, after the Fairfield Dairy Farm which had occupied this part of Hamilton.³³

The western section of the street, linking to Fairfield Bridge (which had opened in 1937), was already in existence in 1948, and the new section of curved road was extended from this to join with Heaphy Terrace, and a northern extension to link to Haultain and Tranmere Street. Existing lots were subdivided and developed for further housing within these streets in the same period.

The development already existing in the area prior to its being incorporated illustrates the pressure for development during the period and the scale of development which took place around the time of the expansion of the city illustrates the need for the 5th extension which added an additional 2,000 sections to the city. By 1951 Hamilton had reached 30,000 and the State was its biggest developer, with Fairfield being one of the new suburbs laid out by the state.

This development was accompanied by large areas of open space for recreation, along with shops at the intersection of Heaphy Terrace with Clarkin Road.



Figure 27. Prior to the Fairfield Road extension, shown in 1948
(retrieved from [retrolens.nz](#))

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

Whilst there has been some infill development in the area, buildings are generally simple state house designs, with weatherboard elevations under clay tiled hipped roofs (utilising both brown and terracotta coloured tiles). Many still have their original single chimney and multi-pane timber windows. There are some buildings with gabled roofs (although on the whole these still have weatherboard elevations).

Most dwellings now have a fully formed driveway from the street, although some lots do not have a formed vehicular access or only have a simple driveway formed by lines of concrete.

Front boundaries vary, with some lots retaining open plan (which would have originally typified the area) and/or planted boundaries. However, likely in response to the traffic along the street, there are a number of taller fences which due to the curving street are very dominant discordant features.

The front berm, with street trees, varies significantly in width providing the street with a very spacious character in parts. Lot sizes and layouts are reasonably consistent (recognising that the curves in street has impact on lot shape and layout). A number of the dwellings back on to Caro Park, with easy access to this from the local area (including from both Fairfield Road and Gardiner Place).

Developed by the state at the end of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and crossing into the Early Post War Expansions Development Period (1950 to 1980), the simple state house designs, reflect the former whilst the curving street design moves away from the previously regimented grid street layouts to the post war free flowing street form.

10

Frankton
Commerce
Street

Development Dates

- From the opening of the Railway in 1877

City Extension

- Within the 2nd Extension 1917

Summary of Values

The area illustrates the historic significance of Frankton as a Borough and the important role

that Frankton and the Frankton Railway Junction have made to the history and growth of Hamilton. The grid street pattern laid out across the town centre and local area along with the Frankton Hotel, Former Frankton Junction Supply Stores, Puna’s Building and other single storey shop buildings with parapets, are typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period. The more recent shop buildings, illustrate the continued evolution of the area to serve the needs of its local community.

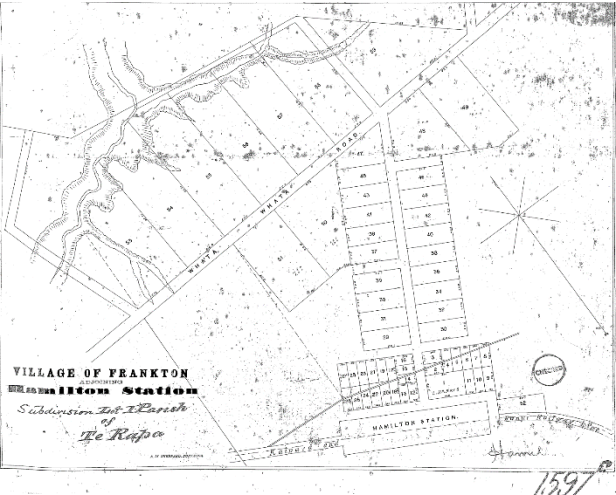


Figure 28: Undated survey plan 'Village of Frankton adjoining Hamilton Station' (retrieved from [premise.co.nz](#))

The HHA is considered to have at least moderate local heritage significance as a remaining example of a commercial area developed in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Background

(Historic, Cultural and Archaeological Qualities)

The history of Frankton can be traced to Major Jackson Keddell of the 4th Waikato Militia who granted 300 acres in what became the Waipa County. In 1867 he sold the land to Thomas and Mary Jolly for farmland. They named the area Frankton after their son Frank.

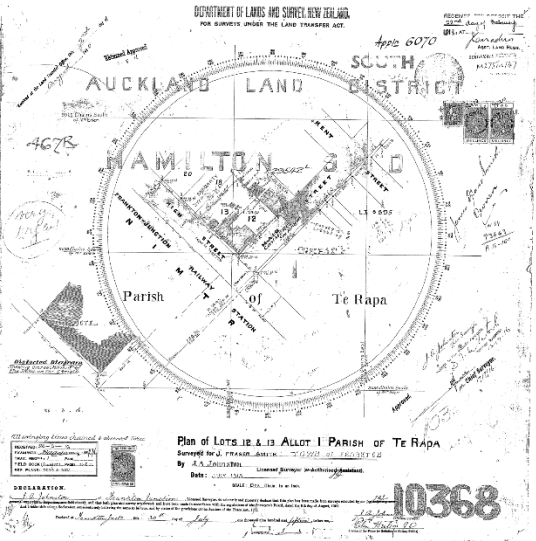


Figure 29: 1915 subdivision plan for Lots 12 and 13

When the railways department was planning the route from Auckland to Wellington, the Jolly's offered them access through their farm.

The trainline opened on the 17 December 1877, when the first train arrived from Auckland. Later that day subdivisions of land were put up for sale near the new railway line. The land was peaty and low-lying which meant it required draining. Sections were sold cheaply and most commonly to wage earners and labourers.

In 1902, only four houses stood in the area, but this increased to seventy in only four years. By 1910 Frankton was firmly established as a railway town, with over eighty trains arriving per day. Frankton became more self-sufficient as the town grew and a sense of community came with the opening of local businesses.

The development of the Frankton main street area is directly linked to the significance of the railway and the associated railway yard.

The undated survey plan 'Village of Frankton adjoining Hamilton Station' shows the subdivision of a town centre area, adjacent to the station (with the current Norton Road labelled as Whata Whata Road). The 1915 subdivision plan for Lots 12 and 13 shows the existence of the Frankton Hotel and Glover's shop and dwelling along with various outbuildings sheds. By this time Frankton's population was over 1000 (reached in 1913) and it had been proclaimed a Borough.



Figure 30: Frankton Junction around 1900 (from Hamilton City Libraries)

The settlement had all the components of a small town - its own school, dairy factory, stock yards, abattoir, police station, bakery, hall, hotel, picture theatre and library.

Frankton Borough Council received a petition from residents proposing an amalgamation with Hamilton Borough in 1916. The community wanted access to services, particularly Hamilton's sewerage scheme as drainage was difficult on the low-lying land. Negotiations began to ensure Frankton interests would be looked after should amalgamation occur. A poll was taken in May 1916 with a small majority of 24 securing the success of the proposal, and the amalgamation took effect in April 1917.

The grid street pattern laid out across the town centre and local area is typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development

period, with streets generally meeting at right angles. Commerce Street (or Main Street as it was originally labelled on the 1915 plan) continued across the railway to provide access to Waterloo Street and areas of Frankton to the west of the railway, including Frankton Railway Village and the Railway House Factory. The area to the south of High Street is no longer part of the railway corridor and is currently being redeveloped.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 31: 1966, showing traffic moving across the railway

The two storey 1929 Frankton Hotel, in the same location as the hotel shown on the 1915 survey, remains at the corner of Commerce Street with High Street, along with the 1923 Former Frankton Junction Supply Stores on the opposite corner at 245 Commerce Street. Other historic single storey shop units, with tall parapets above verandahs are located at Puna's Building (221–229), 205 and 212-216 Commerce Street, with other more recent shop buildings and the former Post Office occupying the remainder of the frontages from High Street to Kent Street. Apart from 217 Commerce Street, these are single storey. The building at 217 appears modified at ground floor, but contains full width glazing at first floor, typical of the 1960s period.

A number of historic shop buildings remain on Commerce Street between Kent Street and Lake Road. However, the recent demolition and redevelopment of a significant on the west side of the street has had a negative impact on its heritage significance of this section of the street.

The section of Commerce Street from Kent Street to High Street is considered to be representative of the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) development period, as well as illustrating the continued change in the area during the Early Post War Expansions (1950 to 1980) development period.

11

Frankton East.

Development Dates

- Parr Street and Taniwha Street surveyed in 1922
- Marire Avenue surveyed in 1936
- Area fully developed by 1943

City Extension

- Located in the 2nd extension, 1917

Summary of Values

The subdivision and development of Torrington Avenue through to Parr Street, provides evidence of local landowners and speculators capitalising on the growth Hamilton and ongoing expansion of the settlement of Frankton. The later development of Marire Street can be seen to provide evidence of infill State housing, that occupied the space between haphazard, private subdivisions.

The area is largely occupied by 1920s and 1930s dwellings that date to the original subdivision of the area. There are a mix of architectural styles including bungalows and villas, with a range of State housing building typologies on Marire Street. Importantly the area contains a large number of Ellis and Burnand pre-fabricated houses; one of Waikato's earliest and largest house building companies.



Figure 32. Hamilton Borough map, 1927, showing Kiwi (Parr) and Taniwha Streets with adjacent undeveloped section (Auckland Libraries. Map 3597)

The HHA is considered to have at least moderate regional and local heritage significance as an example of the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) development period and due to the large number of Ellis and Burnand houses which remain in the area.

Background

(Historic, Cultural and Archaeological Qualities)

The site was originally pastoral land, sold to T. H. Mills in 1920.³⁴ The land at Parr and Taniwha Streets was surveyed for subdivision in June 1922.³⁵ Mills subdivided the land as 'Edwards Estate.'³⁶

Sections nearby at Maeroa were being formed as early as 1910, and connected to Frankton and Hamilton by a bridge of the Maeroa Gully in 1912.³⁷ Norton Road formed a significant link and route into the Hamilton City centre.



Figure 33. Marire Avenue, Parr Street, and Taniwha Street in 1943 (Retrolens, SN266)

Marire Avenue was not surveyed until March 1936, and the lots were sold by Thomas Reynolds and Francis Pinfold to the Crown in June 1937.³⁸ Tenders for the construction of State housing at Norton Road were called at the end of May 1937, with 21 houses to be constructed. Majority were constructed as single dwellings, with two two-unit flats.³⁹ The construction of these units was expected to relieve an “acute shortage of accommodation in Hamilton.” Foundations for several houses were laid by October 1937, with reinforced concrete piles and heart Rimu. All houses had individual designs with variety in external appearance with a range of claddings – brick, plaster, or wood.⁴⁰ By December 1940, all dwellings at Norton Road, Marire Avenue, and Dudley Terrace, comprising 23 units, had been constructed.⁴¹

Marire Avenue was reportedly named after the Māori religion, Poi Māire.⁴²

The earliest aerial is dated 1943 and shows the sections surrounding Marire, Parr, and Taniwha Streets as fully developed (Figure 33). By the time Marire Avenue was surveyed in 1936, the surrounding area had been somewhat developed, with defined streets seen in larger survey plans. Marire Avenue (and the wider State housing in the area) was infill housing, that occupied the space between haphazard, private subdivisions.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

Marire Avenue has a variety of State housing typologies in a mix of claddings and construction materials ranging from weatherboard to brick.

There are a variety of 1920s and 1930s housing typologies on Parr, Taniwha, Wye and Torrington Streets, largely California and English bungalow styles. Many of these were by Ellis and Burnand, who were a significant Waikato based manufacturer of prefabricated houses. These represent a very significant group of these houses.

The dwellings across the area generally have a consistent setback and are oriented parallel to the street front. Lots are largely a similar size, with some variation that responds to the layout of Taniwha Street. The area has an interesting subdivision design and street layout, that relates to the topography of the site and surrounding private subdivisions. There appears to have been little change to the lot size and layout since the original subdivision.

10 12	Frankton Railway Village	The Frankton Railway Village HHA comprises a series of streets located between Rifle Range Road and Massey Street; the area includes buildings directly fronting Rifle
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Developed by the Railways Department the area provides a relatively unmodified example of a planned railway settlement and is a very clearly defined example of the railway workers suburb and comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) heritage theme. It is of at least moderate heritage value

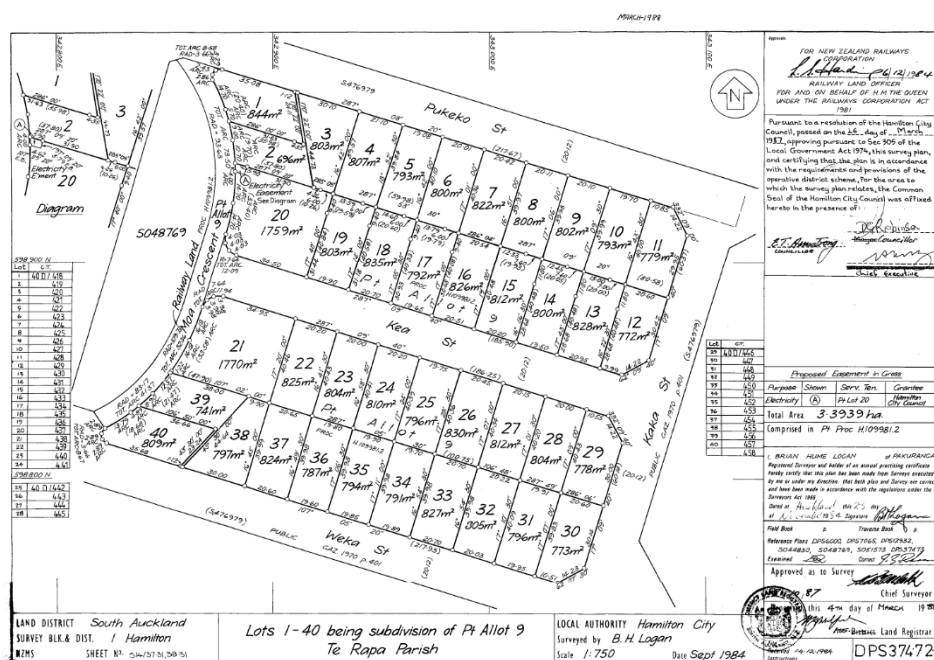
- Factory built 1921-22
- Cottages followed construction of factory

- Within the 2nd Extension April 1917

The area represents a significant period of New Zealand and Hamilton's history, containing both the Railway Factory and the Frankton Railway Village. The village remains very unaltered, and whilst the factory building has undergone more change, it still maintains its original shape and form. The area illustrates the historic significance of Frankton as a Borough and the important role that Frankton and the Frankton Railway Junction have made to the history and growth of Hamilton.

Tall fences to the front of building lines would have a negative impact on the heritage values of the area, but timber picket fences or timber and wire fences with a significant degree of transparency of up to 1.2m could be inserted whilst maintaining the historic heritage values of the area.

The area has high significance both nationally, regionally and locally as an example of Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, providing workers housing adjacent to a factory which was established to meet the Railways Departments need for housing across the North Island.



[Figure 34. 1984 survey plan \(retrieved from premise.co.nz\)](#)**Background**[\(Historic, Cultural and Archaeological Qualities\)](#)[The Railways Department had provided homes for some of its workers since the 1880s.](#)[The New Zealand Government was only in the early stages of considering social housing when the Railway Department with a burgeoning railway workforce pushed Prime Minister William Massey into running an unplanned pilot scheme, houses for railway workers. The success of the scheme was so immense that it forced it's own end within a few short years, meantime populating the countryside with small and perfectly formed homes which still stand today.](#)[The factory was established at Frankton and was built over a short period in 1921 – 1922. Production began in 1923 and timber from the Railways Department's own forests was fashioned into prefabricated houses. The entire house would be bundled up and sent on a railcar to any corner of the North Island that there might be a railway worker, with a booklet to assist the builder at the other end. None of these houses were built in the South Island because of the greater shipping costs.](#)[At their destination, the houses only took about three weeks to construct, the jigsaw often put together by the railway worker himself, or other unskilled labour.](#)[To keep expenses low, houses were small and came in a number of standard designs. Most had three bedrooms, although another could be added to accommodate large families. The kitchen was the largest room and social hub of the home. It was designed so that a dining table and easy chairs could be placed around a cosy coal range.](#)[Between 1923 and 1926 increased efficiencies saw production rise to 500 houses per year and the cost of a five-room house fall from £831 to £635. This success led to the scheme's downfall. Timber companies threatened by state competition scuttled the scheme by convincing the government that private enterprise could build workers' houses more cheaply.](#)[During the 1920s the Railways Department built the whole Railway Village at Frankton and another suburb in Moera, Lower Hutt. Smaller settlements were scattered along main trunk and secondary lines, including Sunshine Village, Taumarunui and Egmont Street, Ohakune, both of which are located away from the immediate route of the railway.⁴³](#)[By 1926 the factory was producing more houses than it needed, and started storing them and then selling them to local authorities. Houses were also sold to private owners, so that houses can be found in locations far from any Railway; for example the dwelling at 6 Waitai Road, Waiheke Island.](#)[By 1928 the construction industry was so envious of the railway house factory that they lobbied for it's closure.](#)[Today the Frankton Railways Village provides a relatively unmodified example of a planned railway settlement. The area clearly incorporates design elements of the 'garden suburb' movement, fashionable at that time, and included a hall and central open space for workers.](#)

The area is based around a grid street pattern. The majority of the area is located offline from Rifle Range Road and includes narrow carriageways and wide berms with regular street trees. Whilst Rifle Range Road is a busy through route, with a wide carriageway, the regular street trees continue in this section of the HHA, albeit that they are located within more narrow berms. The area maintains existing levels and topography.

The overall layout of the area is very complete surviving example of development in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, consolidating the Frankton area, and consisting of:

- Streets meeting at right angles
- Back to back lot pattern
- A relatively high-density built environment
- A large green public open space at the centre of the development reflecting the influence of garden-suburb ideas
- Single storey detached cottages.

The Railway Factory itself is an example of Industrial Architecture worth noting, the saw tooth roof being reminiscent of Victorian factories and bringing in southern light. The design allows for a clean floor, open interior. The light giving windows on the South side of the building were later copied on other factories, such as the Ford Car Factory at Seaview.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 35: Frankton Railway Village and Railway Factory – 1930. The sawtooth factory roof is seen between piles of cut timber (Alexander Turnbull Library WA-62752-G).

		<p><u>The single storey railway cottages are arranged in regularly spaced lines along each side of the streets, each building showing a similar setback. The area contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing.</u></p> <p><u>The overall design of buildings is influenced by Villa and California Bungalow designs. Roof designs and porch designs, to provide similar sized building a different appearance – roofs include hipped, gabled and Dutch gable designs.</u></p> <p><u>The majority of dwellings have double hung sash windows, with the upper sash divided into nine panes and the lower into two. However, there are buildings with side hung casement windows, often with both surrounds and projecting cornices over their heads.</u></p> <p><u>Whilst front boundaries vary, including low wire fences, picket fences and planting/hedges (and some taller fences), there are generally views through to the frontage of the buildings.</u></p> <p><u>Whilst the sizes of lots varies a little (around 800m²) and dimension. Dwellings are regularly arranged, with consistent setback, parallel to the street with generous space around them</u></p>
11	Graham Street	<p>The Graham Street HHA is located within the original boundaries of the Borough and includes all of the western side of Graham Street, from Naylor Street to Sillary Street, including the culs-de-sac Newall Street and Freyberg Street.</p> <p>The street forms part of a connected block structure to the west of Grey Street which connects to, and was part of, the planned subdivision of the main Hamilton East HHA. The area still represents a very significant period of Hamilton's evolution and history and is clearly representative of the early establishment of a service town (pre-1930s) and comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) heritage themes. It is of at least moderate heritage value.</p>
12 13	Hamilton East	<p>Located within the original boundaries of the Borough, the Hamilton East HHA comprises a series of street arranged in a grid pattern on relatively flat land, extending from Grey Street to Dey Street (and the former edge of the City marked by the original Greenbelt and now Wairere Drive),</p> <p>The area overall still represents a very significant period of Hamilton's evolution and history and is clearly representative of the early establishment of a service town (pre-1930s) heritage theme. It is of at least moderate heritage value.</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>European development from around 1864</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>Within the original Kirikiriroa Highway District Board area, and consequently within the original Borough</u> <p><u>Summary of Values</u></p> <p><u>Hamilton East is one of the first established suburbs in the city. It was laid out as a grid road development in the 1860s. Whilst these blocks have been further subdivided since they were originally established, they remain the key feature of the urban morphology of the area.</u></p> <p><u>The built form within the area has developed over time; the 'super-grid' has been filled over a period of 150 years. During this time there have been significant periods of</u></p>

growth which each have housing of different architecture and form. This slow development and the diversity which it has brought to the area, contributes significantly to the heritage values of the area, and whilst one form of architecture may be considered to be of greater value than another, in this case the whole is worth more than the sum of the individual parts.

The area has high heritage significance locally and regionally as an important example of Hamilton's Pioneer Development (1860 to 1889) development period, as originally developed and as consolidated over time.

Background

(Historic, Cultural and Archaeological Qualities)

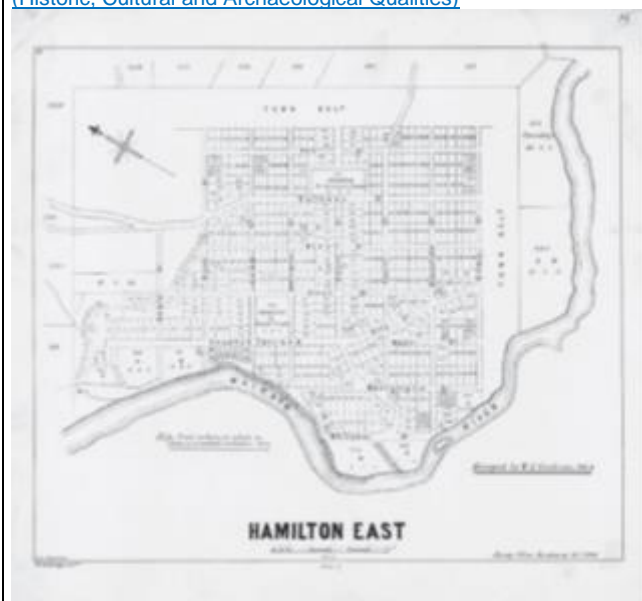


Figure 36: 1895 plan based upon 1864 survey (from Hamilton City Libraries)

The Hamilton East area was one of the first areas in present Hamilton settled by Māori and later by European settlers, with it being easily accessible to the Waikato River.

The Hamilton area has a history of some 700-800 years of Māori occupation and settlement. For the Tainui tribes, the harbours, rivers and swamps of Waikato provided food and other resources, and its mountain ranges were strongholds. As waka traffic increased along the rivers in the 19th century, the number of riverbank settlements multiplied. On the eastern bank of the Waikato River the major Pa sites were:

- Te Nihinihi Pa (near Cobham Bridge) occupied by Ngati Koura and Ngati Hanui at various times during its existence.
- Opoia Pa (near eastern side of Claudelands Bridge) occupied at one point in time by the following hapu - Ngati Parekirangi, Ngati Haanui and Ngati Paretaua.

In 1864, following the Māori wars, a number of defensive militia posts were established throughout the Region, including Hamilton. The establishment of the European settlement of Hamilton began with arrival of the first detachment of soldiers from the 4th Waikato Militia. They built redoubts on opposite sides of the river, on the western side on the hill known to the local iwi as Pukerangiora, on which the St Peters Cathedral is now located and on the eastern side of the river at the end of Bridge Street.

The original European settlement straddled the western and eastern sides of the River. They were connected by punt and developed as two separate towns, known as 'Highway Township Districts'. Each was administered by a separate Highway Board.

In 1877 the Highways Boards were amalgamated and became the Hamilton Borough. The original Union Bridge was constructed in 1879 to physically link the two areas (replaced by the existing Victoria Bridge in 1910).

Hamilton East was one of Hamilton's first established suburbs. It was occasionally referred to as 'Irishtown' from the 1870s until the mid-20th century, and a significant number of those who settled there were of Irish descent. A number of other Irish Catholics came to live near the Catholic Church and convent that were established in the area.

Hamilton East was first surveyed in 1864 by William Australia Graham. He produced a detailed map which showed sections allocated to militia, and also large areas of swamp and kahikatea forests – timber which was used to build the first houses in the area. The size of the sections at that time allowed the area to be laid out with a 'super-grid' of 200+m x 200+m blocks; military settlers were granted an acre in the town (approximately 4000m²) and 50 acres (approximately 20ha) of rural land.

Each 'super block' was subdivided into 12 sections. The houses were spread out, each on a one-acre section, with many sections remaining unoccupied. In 1874 the population of Hamilton East was 300, living in mainly wood and iron dwellings and two sod huts (replacing the original tents provided to settlers).

Once all of the sections were surveyed, the settlers' military pay was cut, and food rations continued for only a year. Survival was so difficult that many left before they gained freehold title to their land on completion of three years' service.

Whilst most commercial development established in Hamilton West, some businesses established in Grey Street, during the late 1860s to 1870s.

The further subdivision of the area which has occurred since the original grid road layout was established has resulted in the creation of large areas of rear lots. In many cases there are limited views of the rear lots from the street, apart from the sometimes-wide driveways leading into these central areas. As such the further subdivision does not detract from the dominance of the original grid, which remains the key feature of the urban morphology of the area. The area is a significant example of Hamilton's Pioneer Development (1860 to 1889) development period, as originally developed and consolidated over time.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)




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Figure 37. 1943 aerial photo (sourced from <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)

The built form within the area has developed over time, as the 'super-grid' has been developed, subdivided and filled over a period of 150 years. Significant periods of growth in the area include:

- 1870s from when Prime Minister Julius Vogel plan was to borrow heavily to build infrastructure (railways, ports and telegraphs) and to lure migrants. Whilst this was controversial, and ended in a recession, the money and migrants stimulated the economy and created a viable consumer market for producers.⁴⁴ Many dwellings in this period were in the Georgian box cottage style, on the original one acre lots.
- Early 1900s from ex militia starting businesses; the growth of housing and the beginning of subdivision of original 1 acre plots into ¼ acre plots and Bay Villa houses.
- 1920s, many Californian Bungalows constructed. The continuation of ¼ acre subdivision, although many original sections were still not constructed on.

		<ul style="list-style-type: none"> • <u>Later 1920s and early 30s - Art Deco, Spanish Mission and early Moderne houses.</u> • <u>1940s demand by returned servicemen for housing, with State housing construction, Modern Movement and Californian Ranch styles, built on land previously used for farming; especially horticulture, on west, south and east periphery of suburb.</u> • <u>Post 1960s infill in centre of blocks, some redevelopment of sites for two storey flats.</u> <p><u>Given the size of the area, the individual design of streets and the dominance of street trees varies. However, the overall impression is the dominance of the grid network and general consistency in lot size, shape and the layout of buildings within them.</u></p> <p><u>Whilst architecture varies, the use of a limited range of materials including mainly weatherboard or Huntly brick for elevations along with the consistent planting within many lots provides continuity.</u></p> <p><u>The mix of architectural types and the continued evolution of the area is a significant feature, illustrating how the area, established during the original Pioneer Development (1860 to 1889) period has adapted and changed over time to meet the changing expectations and needs of residents of the growing city.</u></p>
<u>131</u> <u>4</u>	<u>Hayes Paddock</u>	<p>The Hayes Paddock HHA has undergone very little change and it is strongly representative of the comprehensive state housing schemes and control by the State Advances Corporation (1930s — 1950s) heritage theme.</p> <p>The area is within the boundaries of the original Borough and it is of at least moderate heritage value.</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> • <u>Surveyed in 1939-1941, with construction starting in 1939 and completed by 1948</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> • <u>Within the boundaries of the original Borough</u> <p><u>Summary of Values</u></p> <p><u>Hayes Paddock is a significant example of relatively intact and architecturally coherent area of State housing designed by the Department of Lands and Survey planner, Reginald Hammond, in a Garden Suburb model. The was considered to be a model suburb of State housing, and demonstrates consistent materials and site layout throughout the area, contributing to a strong village character. The establishment of Hayes Paddock provides evidence of the growth of the Hamilton population with a valuable central location turned from public open space into State housing and is a notable example of the State housing movement that became prominent in the New Zealand housing vernacular.</u></p> <p><u>Developed at the end of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, the simple, but well designed and elegant, state house designs provide model forms of development, whilst the curving street design moves away from the previously regimented grid street layouts previously expected towards the more free flowing street forms which were to characterise the post war period.</u></p> <p><u>The HHA has, at least, moderate Regional Significance. The design association with Hammond – the Department of Lands and Survey planner, who was heavily influenced by Garden Suburb ideals – and the promotion, when it was built, of the development</u></p>

	<p><u>as being the ‘model’ State Housing project leans weight to it being of national significance.</u></p> <p><u>Background</u> (Historic, Cultural and Archaeological Qualities)</p> <p><u>The area was initially set aside as a reserve in 1864 and owned by the Hamilton Borough Council and leased to William Hayes in 1903 and, later, L. C. Buckenham.⁴⁵ The area was a popular recreational reserve on the banks of the Waikato River and was well used by the local community. Many protested the proposed development of the land in the 1930s.⁴⁶</u></p> <p><u>The land at Hayes Paddock was requisitioned by the Government in 1938.⁴⁷ The land was surveyed between 1939 and 1943, with streets named after former Governor-Generals - Earl John Jellicoe, William Lee Plunket, Sir George Monckton-Arundell (8th Viscount Galway), Viscount Bledisloe, and Sir James Fergusson.⁴⁸</u></p> <p><u>The State housing scheme was widely publicised.⁴⁹ The subdivision was designed by Reginald Hammond – the Department of Lands and Survey planner, who was heavily influenced by Garden Suburb ideals. The Hayes Paddock development was designed with curvilinear streets and interwoven green spaces that responded to the sloping and curved topography of the site in the bend of the Waikato River. The suburb design included features that would encourage community and connection, from a commercial hub at the corner of Jellicoe Drive and Plunket Terrace to ‘public’ front areas with a diagonal footpath to the front door.⁵⁰</u></p>  <p><u>Figure 38. Hayes Paddock HHA in 1948 (Retrolens, SN530, with overlay).</u></p> <p><u>Construction on some housing began immediately.⁵¹ Fifty-one units had been completed by December 1940, with 129 units still under construction.⁵² Hayes Paddock</u></p>
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was regarded as the model State housing project.⁵³

Hayes Paddock was one of the first State developments that was decommissioned by the incoming National Government. Most houses were sold to private owners in the 1950s, within 10 years of completion.⁵⁴

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

The housing at Hayes Paddock is a good example of State housing constructed in the 1940s throughout New Zealand and feature hipped or gabled roofs with terracotta tiles, shallow eaves, weatherboard cladding, recessed front doors, and small, multi-paned, timber windows. Each house has a similar form, materials, and construction with similar setbacks throughout the area, providing a consistent appearance to the street. Some Moderne housing is present.



Figure 39. Aerial photograph of Hayes Paddock housing in 1951 (National Library, WA-27956).

There are limited boundary fences at the street front, which is an original feature of the Garden Suburb, where fencing was considered to detract from the desired ambience.⁵⁵
The sweeping streets, riverside parks, and cohesive unity of style throughout Hayes Paddock contribute to the strong village character of the area.

14 Hooker Avenue
15

The Hooker Avenue HHA is part of a series of linked culs-de-sac located on the north side of Chedworth Road. Hooker Avenue is the only route into the area, which is

contained by a vegetated gully to the west and Wairere Drive to the east. The street is located within the 8th extension to the city; April 1962. The HHA, and the dwellings in it, is representative of the construction company era (1960s), and the dominance of the private car and changing suburban form (1970s), with the wider area having been planned with reliance on the private car.

Development Dates

- [Subdivision approved 9th December 1964 and area surveyed October 1965.](#)
- [Further subdivision consent granted in 1967 to shorten the lots to the west of the street and in 1971 to further subdivide these.](#)
- [The first building permit was granted in August 1966](#)

City Extension

- [Located within the 8th extension to the city; April 1962.](#)

Summary of Values

[Hooker Avenue is part of a wider series of subdivisions by Chedworth Park Limited, located to the north of Chedworth Avenue.](#)

[The resulting subdivision, and dwellings brought forward on the land and wider area, are typical of the development period, including the linked roads and cul-de-sacs. The building plans and designs are typical of those expected in the Early Post War Expansions \(1950 to 1980\) development period.](#)

[The street shows a high degree of integrity of lot size and layout relative to the \(amended\) original subdivisions for the area, with few changes from its establishment. The dwellings in the street are largely 1960s and 1970s builds. Most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s and 1970s buildings.](#)

[Maintaining existing open \(unfenced\) frontages, albeit with existing low retaining walls, is an important element in maintaining the historic heritage significance of the area.](#)

[The HHA is considered to have at least moderate local heritage significance as a little altered area of speculative housing constructed in the Early Post War Expansions \(1950 to 1980\) development period.](#)

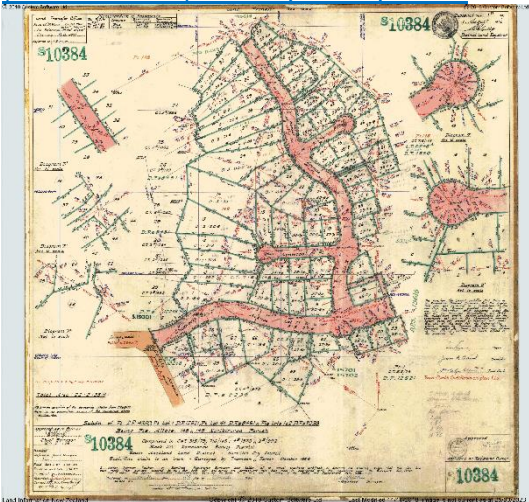


Figure 40. Original subdivision plan, showing lots on the west side of the street (retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

Hooker Avenue is a development by Chedworth Park Limited.

Subdivision consent was granted for the majority of the development in December 1964, soon after being brought into the City in April 1962, with subsequent consents for further (northern) stages of the development.

The 8th Extension to the City was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.⁵⁶ Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.⁵⁷

The street was named in 1964 by the owner/developer after Mr Hooker of Hooker and Kingston, the previous owners of the property.⁵⁸ It forms part of a series of linked culs-de-sac located on the north side of Chedworth Road. Hooker Avenue is the only route into the area, which is contained by a vegetated gully to the west and Wairere Drive to the east.

The original subdivision plan is unusual for the period in that some of the lots on the west are very long. This does not reflect the final approved subdivision pattern of the area, with these lots being redesigned to be more uniform in shape, and the annexed sections of lot being made reserve.

Whilst not directly accessible from Hooker Avenue, the area includes planned areas of open space, with Hillary Park accessible from Hillary Street, which links from Hooker Avenue.

The curvilinear road pattern and connected loop roads and culs-de-sac represents a good example of the Early Post War Expansions (1950 to 1980) development period subdivision design.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 41: Cropped aerial photo, 1974. Most development was complete by that time (retrieved from retrolens.nz)

Buildings are detached, and are generally large. The majority of dwellings are single

		<p><u>storey with some two storey dwellings. They have a range of plans forms, as is typical of the Development Period. They generally have brick elevations and gable roofs dominate; some with fibre-cement cladding within gable areas. There are some hipped roof and Dutch-gable designs. Concrete tiles and corrugated steel are both seen. Buildings have large areas of horizontal proportion windows.</u></p> <p><u>Buildings show a similar setback and are placed perpendicular to the street. The size of rear yards vary, in part due to the large footprint of some of the buildings. Lots are generally of a similar size and dimension (around 600m² to 800m²), although there are some significantly larger lots at the end of the street (and as rear sites not included in the HHA).</u></p> <p><u>Lots broadly maintain the original levels/topography across them. Many front yards are open plan with some low retaining walls containing the original ground levels and some other low fences. There is significant planting within some front yard areas; the curved alignment of the street increased the prominence of this planting.</u></p> <p><u>As noted above, the street's curving alignment is typical of Early Post War Expansions (1950 to 1980) development period. The curved alignment, with berms with regularly spaced street trees, limits views along the street and brings greater interest as views emerge as a visitor travels along it. Each site has a fully formed driveway leading to a garage; garages are mainly integral with the dwelling but are sometimes detached.</u></p>
15	Jamieson Crescent	<p>The Jamieson Crescent HHA consists of part of the southern side the east-west section of Jamieson Crescent, a loop road which links from Bryant Road to Heath Street.</p> <p>The area and the dwellings in it, is representative of the Comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) heritage theme and given its location (and the provision for cars) the construction company era (1960s), and the dominance of the private car and changing suburban form (1970s) heritage theme.</p> <p>The area is within the 8th extension to the city, April 1962</p>
16	Jennifer Place	<p>The Jennifer Place HHA is a single cul-de-sac, consisting of a curving, steeply sloping street starting at Bankwood Road and following the alignment of a gully westwards to link to the gully system from Chartwell Park to Glen Lynne Avenue.</p> <p>The area is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes.</p> <p>The HHA is located within the 8th extension to the city, April 1962 and it is of at least moderate heritage value.</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>Subdivision approved 13th April 1967</u> <u>Permits for private dwellings in Jan/ Feb/ June 1968. Most of the dwellings built until 1972 were privately owned.⁵⁹</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>Located within the 8th extension to the city, April 1962.</u> <p><u>Summary of Values</u></p> <p><u>Jennifer Place is part of a wider series of subdivisions by Lynbrae Lands Limited.</u></p> <p><u>The resulting subdivision, and dwellings brought forward on the land and wider area, are typical of the development period, including the link roads, loop roads and cul-de-sacs. The building plans and designs are typical of those expected in the Early Post</u></p>

War Expansions (1950 to 1980) development period.

The street shows a high degree of integrity of lot size and layout relative to the original subdivisions for the area, with few changes from its establishment. The dwellings in the street are largely 1960s and 1970s builds. Most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s and 1970s buildings.

Maintaining existing open (unfenced) frontages, albeit with existing low retaining walls, is an important element in maintaining the historic heritage significance of the area.

The HHA is considered to have at least moderate local heritage significance as a little altered area of speculative housing constructed in the Early Post War Expansions (1950 to 1980) development period.

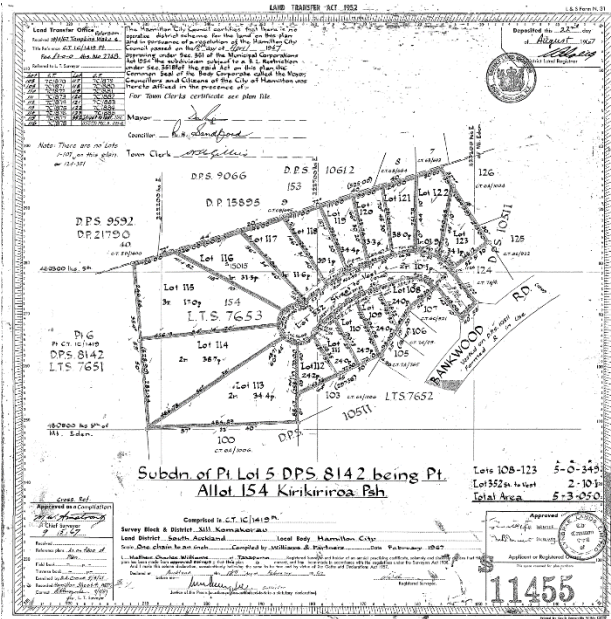


Figure 42. Original subdivision plan, 1967
(retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

Subdivision of the land to form Jennifer Place was approved in April 1967, in an area which was undergoing significant change.

The area had been part of the large Bankwood Estate, shown on subdivision plans in 1907.

In 1962 the north boundary of Hamilton, east of the River ran to the north of Clarkin Road. However, there were already large areas of residential development north of this line. Many of these were brought into the City by way of the 8th Extension in April 1962. This was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City. Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.

With the expansion of the city's boundaries a 100 acre property which had been

farmed by the Chitty family was subdivided in 1962. Approved subdivision plans, prepared for the Chitty family, included that section of Bankwood Road immediately north of Comries Road. The area was named 'Chartwell', in honour of the Kent home of Sir Winston Churchill.⁶⁰

Part of this area was earmarked for a shopping street. Whilst there were shops in the area, it wasn't until 1969 that the shopping square was formed as Chartwell Square, at the intersection of Comries Avenue with Hukanui Road. Opening in stages, it included a medical centre, wool bar, dairy, chemist, book shop, play area, Plunket Centre and more. Further shops, a supermarket and an automobile centre were added in 1970, with more shops and a Post Office opening in 1974 (being branded as 'Chartwell Shopping Mall' with a reopening).

In 1966 Lynbrae Lands Limited obtained an approval for their subdivision of the northern section of Bankwood Road, and then in 1967 for Jennifer Place. Jennifer Place was named in 1967 by the owners/developers Lynbrae Lands Limited.⁶¹

The street consists of a curving, steeply sloping cul-de-sac, starting at Bankwood Road and following the alignment of a gully westwards to link to the gully system from Chartwell Park to Glen Lynne Avenue. Bankwood Road provides access to the wider Chartwell Area, to areas of planned open space such as Chartwell Park and to the Chartwell Square/Chartwell Shopping Mall (which as noted above, was planned/developed contemporaneously with the residential areas around it).



Figure 43: Aerial photo of the constructed road, 1967 (retrieved from www.retrolens.nz)

The curving street design, layout of lots and building designs all work with the original topography, and have not resulted in significant reshaping of the area; this approach is typical of the Early Post War Expansions (1950 to 1980) development period whereas more recent subdivisions would include large areas of retaining walls in order to achieve level building platforms.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

The generally two storey buildings have a variety of plan forms. They generally have a painted blockwork or plaster ground floor with brick and/or vertical weatherboard at first floor level. Gabled ridged roofs and hipped roofs are both present, with deep

		<p>eaves and corrugated steel roofing both being common. Whilst lots sizes vary, frontage width is relatively consistent. As a result of the topography, the 1960s and 1970s detached dwellings in the street are generally each located above street level, each with a sloping driveway to the front of the house. Whilst the majority of driveways are large, they do not appear over dominant due to the high level of planting within each yard and provide access to integral garages. Dwellings on the north side of the street are positioned to provide large rear yard areas, whereas buildings to the south (on smaller sites) are located closer to the rear of their sites (likely as a result of working with the existing topography). Together these features are representative of the Early Post War Expansions (1950 to 1980) development period.</p> <p>The narrow front berms with regularly spaced street trees. Front yards are generally open plan with well established planting within them, with low concrete or blockwork original retaining walls.</p>
17	<u>Lamont, Freemont, Egmont and Claremont Street</u>	<p>The Lamont Street, Freemont Street, Egmont Street and Claremont Avenue HHA is formed by a series of street which are part of a grid street layout to the south of Comries Road and the Chartwell Westfield Mall.</p> <p>The area is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes.</p> <p>The HHA is located within the 8th extension to the city, April 1962. It is of at least moderate heritage value.</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> • <u>February 1964 the subdivision of lots facing Chartwell Square across Comries Road is approved</u> • <u>9th December 1964 subdivision of Lamont Street approved.</u> • <u>10th November 1966 subdivision of Freemont Street approved.</u> • <u>13th August 1969 subdivision of Egmont, Street approved.</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> • <u>Located within the 8th extension to the city; April 1962.</u> <p><u>Summary of Values</u></p> <p><u>Lamont, Freemont, Egmont and Claremont Streets are part of a wider subdivision by Ascot Downs Limited, immediately to the south of the Chartwell Square/Chartwell Shopping Mall. The streets were developed in the knowledge of the development of the shopping mall and other public facilities.</u></p> <p><u>The grid street network is not typical of the in the Early Post War Expansions (1950 to 1980) development period, and stands out as different to much of the remainder of the Chartwell and Chedworth areas. As such it is of interest that a developer would design and deliver this in the mid-1960s through to the 1970s, whilst the dwellings are typical of the development period.</u></p> <p><u>The streets show a high degree of integrity of lot size and layout relative to the original subdivisions for the area, with few changes from its establishment. The dwellings in the street are largely 1960s and 1970s builds. Most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s and 1970s buildings.</u></p> <p><u>Maintaining existing open (unfenced) frontages, albeit with existing low retaining walls, is an important element in maintaining the historic heritage significance of the area.</u></p> <p><u>The HHA is considered to have at least moderate local heritage significance as a little</u></p>

[altered area of speculative housing constructed in the Early Post War Expansions \(1950 to 1980\) development period, in immediate proximity to the Chartwell Square/Chartwell Shopping Mall.](#)

Background
(Historic, Cultural and Archaeological Qualities)

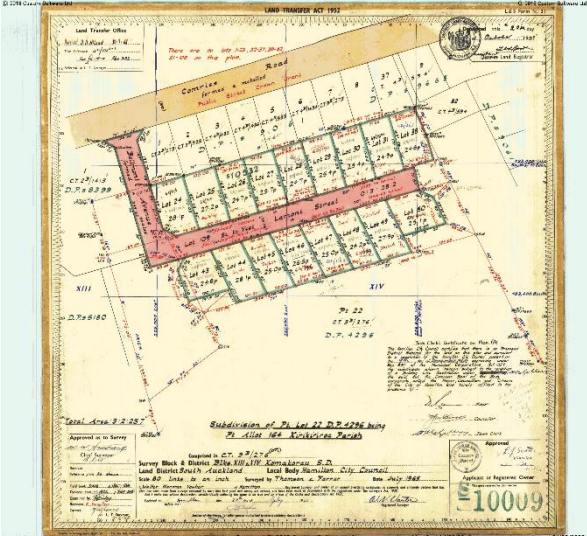


Figure 44: Original 1964 subdivision plan of Lamont Street (retrieved from [premise.co.nz](#))

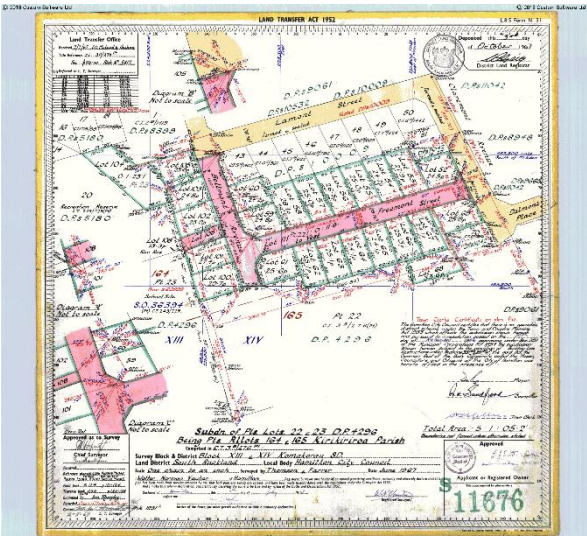


Figure 45: Original 1966 subdivision plan of Freemont Street

[Lamont Street, Freemont Street, Egmont Street and Claremont Avenue are a series of by a series of streets forming a grid street layout to the south of Comries Road.](#)

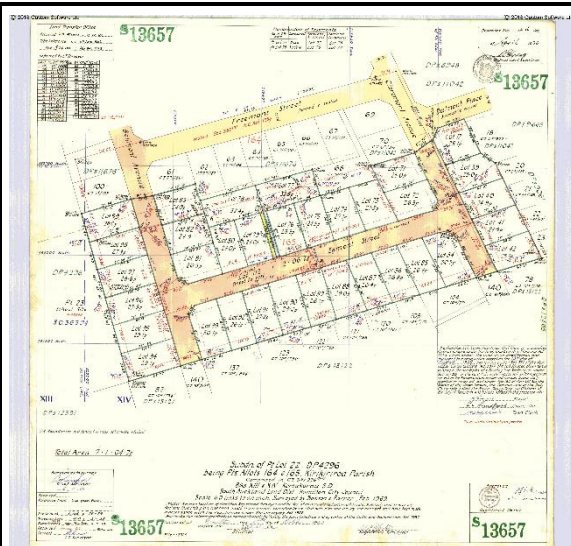


Figure 46. Original 1969 subdivision plan of Egmont

[Street \(retrieved from premise.co.nz\)](#)

Subdivision of the land to form Lamont Street, Freemont Street and Egmont Street was approved through a series of subdivision consents from 1964 to 1969 for Ascot Downs Limited.

The area had been part of the large Bankwood Estate, shown on subdivision plans in 1907.

In 1962 the north boundary of Hamilton, east of the River ran to the north of Clarkin Road. However, there were already large areas of residential development north of this line.

With the expansion of the city's boundaries a 100 acre property which had been farmed by the Chitty family was subdivided in 1962. The area was named 'Chartwell' in honour of the Kent home of Sir Winston Churchill.

Part of this area, at the intersection of Comries Avenue with Hukanui Road, was earmarked for a shopping street. Whilst there were shops in the area, it wasn't until 1969 that the shopping square was formed as Chartwell Square. Opening in stages, it included a medical centre, wool bar, dairy, chemist, book shop, play area, Plunket Centre and more. Further shops, a supermarket and an automobile centre were added in 1970, with more shops and Post Office opening in 1974 (being branded as 'Chartwell Shopping Mall' with a reopening).

The area immediately to the south of Chartwell Square, along the south side of Comries Avenue was granted subdivision consent in 14th August 1963, with the subdivision for Lamont and Claremont Streets following a little over a year later, 9th December 1964.

All streets were given names ending in 'mont' at the request of Len Scott, a Director of Ascot Downs Limited, as Claremont had been the name of the original homestead owned by J.W. Chapman and his wife Gladys Rose.⁶²

The area consists of a connected grid of streets, which provide good east west connection from Claremont Avenue to Bellmont Avenue, there are more restricted links to Hukanui Road to the east, and no direct connection to the Chartwell Westfield Mall. The street layout is more reflective of the Late Victorian and Edwardian and

during and after inter-war growth (1890 to 1949) development period, with streets meeting at right angles and a back-to-back lot pattern. That Ascot Downs Limited chose such a development pattern during this period, which was at odds with the form of development seen in the wider local area brings interest and significance as a development in the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 47: Cropped 1974 aerial photo showing vacant lots in Eamont Street (retrieved from www.retro lens.co.nz)

The majority of dwellings are single storey with some two storey dwellings. Plan forms vary, including L, T and shallow V shapes.

The area is relatively flat, and the site layouts have taken advantage of this to provide dwellings which provide a positive frontage to the street.

Buildings generally have brick elevations with some having a plaster or blockwork plinth (or ground floors in the case of the two storey buildings). Gable roofs dominate, although there are some hipped roof and Dutch-gable designs. Concrete tiles and corrugated steel are both seen. Buildings have large areas of horizontal proportion windows. This is typical of pattern book type houses in the Early Post War Expansions (1950 to 1980) development period.

Lots are generally of a similar size and dimension (around 600m² to 700m²) with buildings generally of a similar setback and perpendicular to the street. Dwellings mainly have a formed driveway and parking, leading to a garage. The garages for most single storey dwellings are detached, whereas they are integral in the two storey buildings.

The streets each have a narrow front berm with regularly spaced street trees. Views along the east-west roads are generally stopped by dwellings or trees beyond at each end. Chartwell Westfield Mall is a dominant feature seen over buildings from Lamont Street.

Front yards are generally open plan with some low fences/walls (and limited low retaining walls) with only a small number of higher fences. There is significant planting within some front yard areas.

18	Marama Street	The Marama Street HHA comprises part of a series of street arranged in an offset grid pattern, extending from Seddon Road to Killarney Road. The Marama Street HHA is
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		<p>formed by a line of single storey dwellings on the north side of the street at its east end.</p> <p>The area represents a very significant period of Hamilton's evolution and history. It is clearly representative of the early establishment of a service town (pre-1930s) heritage theme.</p> <p>The area is located within the 2nd extension to the Borough, April 1917. It is of at least moderate heritage value.</p>
19 18	<p>Marire -Hinau and Rata <u>Street Avenue, Parr Street and Taniwha Street</u></p>	<p>The Marire Avenue, Parr Street and Taniwha Street HHA comprises a series of independent culs-de-sac all accessed from Norton Road.</p> <p>The area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) and comprehensive state housing schemes and control by the State Advances Corporation (1930s-1950s) heritage themes.</p> <p>The area is included in the 2nd extension to the Borough. It includes the whole of Marire Avenue and Parr Street and the west side of Taniwha Street. This series of culs-de-sac connect from Norton Road, as significant route into the city centre. It is of at least moderate heritage value</p> <p>Development Dates</p> <ul style="list-style-type: none"> Survey plan dated 1913 for extension 33 to Town of Frankton <p>City Extension</p> <ul style="list-style-type: none"> 3rd Extension April 1928 <p>Summary of Values</p> <p>The development of the area, remote from the boundary of Hamilton Borough, highlights the significance of Frankton as a settlement in its own right during this period, based upon the significance of the Railway. Records show that on the day that the first train arrived from Auckland on 17 December 1877 subdivisions of land were put up for sale near the new railway line. The land was peaty and low-lying which meant it required draining. Sections were sold cheaply and most commonly to wage earners and labourers. Whilst there were only four houses in the area in 1902, by 1906 this had grown to 70. By 1910 Frankton was firmly established as a railway town, with over eighty trains arriving per day. In 1913, the year that the subdivision of this area was drawn up, Frankton's population reached 1000 and it was proclaimed a Borough with its own council.⁶³</p> <p>Restricting tall fences along the front boundaries of lots is important to maintain the historic heritage significance of the area.</p>



Figure 48: Original 1913 subdivision plan (retrieved from [premise.co.nz](#))

The HHA is considered to have at least moderate local heritage significance as a little altered area of speculative housing constructed in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, within Frankton, beyond the boundaries of Hamilton.

Background

(Historic, Cultural and Archaeological Qualities)

The land was originally owned by John Carey. In 1913 a plan was drawn up for John Carey for the subdivision of the land.

At the time of subdivision the land was described as the Town of Frankton Extension No.33, and whilst the Town of Frankton was brought into the Borough in April 1917 (by way of the second extension), this land did not become part of the Borough until it was brought in as part of the 3rd extension in 1928.

The plan shows a grid layout of approximately quarter acre sections, in approximately 40m deep blocks. The original subdivision pattern varies for Rimu Street, where the street broadly follows the line of the stream to the south, so bringing distortion to the otherwise regular grid pattern. Whilst some new subdivision has taken place in the area, this mainly consists of the formation of rear lots and does not have a significant impact on the overall morphology of the area, which remains typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and includes:

- A grid road layout draped over the existing landform, with minimum earthworks to accommodate the street and little changes of contour made to lots
- Streets generally meeting at right angles
- Back to back lot pattern
- A relatively high density built environment
- Single storey detached villas and bungalows in an eclectic architectural style



Figure 49: 1943 Aerial photo (retrieved from www.retrolens.nz/)

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

Development in the area continued over a long period; the 1943 aerial photo (30 years after the original subdivision plan) shows a number of vacant lots, although examination of 1953 aerial photos shows that by then the lots contained a dwelling.

The majority of dwellings were constructed in the 1920s to 1940s, mainly single storey buildings in the California and English Bungalow styles as well early State House styles, all with simple plan forms. Materials are generally consistent with weatherboard or Huntly brick elevations on some of the later buildings, under often shallow pitched corrugated steel or tiled gabled and hipped roofs.

Building setback, and the overall layout of buildings is consistent, with buildings arranged parallel to the street, with space to each side, despite the challenging topography which leads to some buildings being above or below the level of the street (with minimal change to the existing topography except to accommodate roads).

There are already a number of tall and medium height fences along street boundaries.

20	<u>Matai Street, Hinau Street and Rata Street</u>	<u>The Matai Street, Hinau Street and Rata Street HHA consists of a block of streets which link from Maeroa Road through to Forest Lake Road. The area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) heritage theme. The area is located within the 3rd extension to the Borough (April 1928). It is of at least moderate heritage value.</u>
<u>21 19</u>	<u>Myrtle Street and Te Aroha (West) Street</u>	<u>The Myrtle Street and Te Aroha Street (west) HHA consists of a section of Te Aroha Street between River Road and Gray Street, along with the Myrtle Street which links from this to River Road. The area is consistent with a significant number of the features of the early</u>

establishment of a service town (pre-1930s) heritage theme. The area is within the 1st extension to the Borough, October 1912. It is of at least moderate heritage value.

Development Dates

- Shown survey of Township of Claudelands 1879, although many of the sites were subsequently further subdivided.
- Subsequent subdivisions were granted in Te Aroha Street soon after the turn of the 20th Century and in the second decade for Myrtle Street.
- The Record Map Pt. Hamilton Domain, 1935, shows subdivision patterns similar to the current time.

City Extension

- Within the 1st extension, October 1912

Summary of Values

The initial subdivision of the area was undertaken by Francis Richard Claude, a speculative developer and took place prior to the land coming into the Borough and prior to the railway being extended across the River, providing connection from Auckland through to Morrinsville. Later subdivisions, which delivered the current subdivision pattern also predated the extension of the Borough. The close proximity to the new railway station (1884), the developing Claudelands commercial area and provision of a footbridge along side the railway linking the Victoria Street in 1908, would have all encouraged the development of the area.

The street layout across the area, with the high level structure set by Claude's subdivision, and supplemented by additional streets through subdivisions in the early 20th Century, along with the dwellings across the area, are a clear representation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period:

The HHA is considered to have at least moderate local heritage significance as an area of speculative housing initially planned when outside of the Borough in the Pioneer Development (1860 to 1889) development period and constructed in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

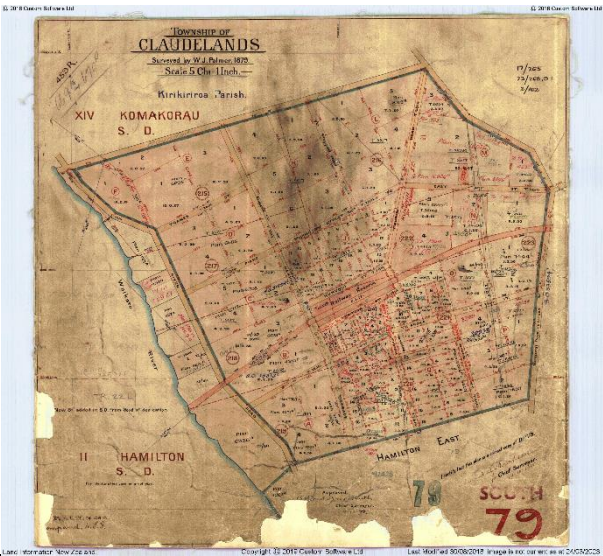


Figure 50: Plan of Township of Claudelands, 1879
(retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

Prior to the 1864 invasion of the Waikato by colonial troops, Miropiko Pā, at River Road, in the north-west of Claudelands, was occupied by Ngāti Wairere, Ngāti Hānui and Ngāti Kourathey. However, following the invasion they moved to Gordonton and the land was confiscated and sold by the government.

Initially the land was allocated soldier settlers, but many of them sold their land to Francis Richard Claude, as an early wealthy settler from South America. Overall Claude bought 400 ha (990 acres) and subdivided most of it in 1878.

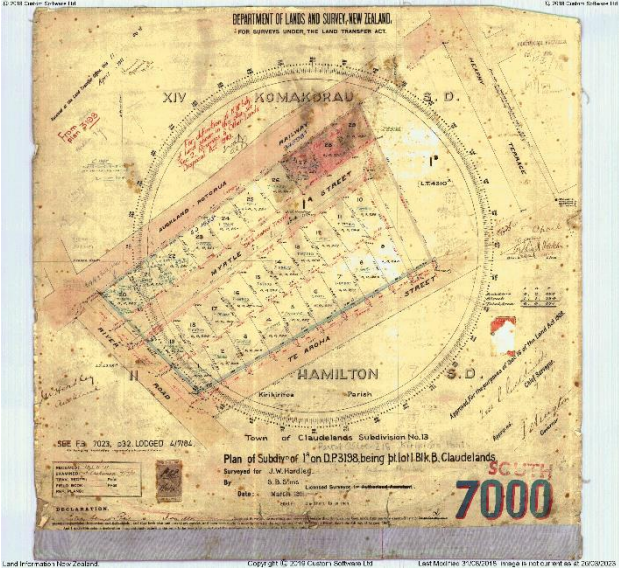


Figure 51: Hardley's 1911 plan for the subdivision of Myrtle Street (retrieved from premise.co.nz)

Part of an area of existing kahikatea forest was cleared to create a racecourse, which was subsequently sold to the South Auckland Racing Club and then the Waikato A&P Association. The A&P Association had their first show on the 27th October 1892. Racing moved to the Te Rapa Racecourse in 1925.

The Hamilton-Morrinsville railway opened on 1 October 1884; the railway station in Claudelands opened at the same time and remained open until 1991. This provided direct access to Claudelands from Auckland.

The Te Aroha Street and Myrtle Street area had been included in Claude's 1878 subdivision and is included on the 1879 Town of Claudelands plan. Subsequent subdivisions have been granted to create the lots seen across the area today, including in 1905 for Mr Atkinson to subdivide part of the land to the south of Te Aroha Street and in 1911 for J W Hardley to create Myrtle Street and the north side of Te Aroha Street from Myrtle Street to River Road.

The Record Map Pt. Hamilton Domain, 1935, shows subdivision patterns similar to the current time.

The street pattern created by the subdivisions is representative of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period:

- [Streets tend to meet at right angle](#)
- [Back to back lot pattern](#)
- [A relatively high-density built environment](#)
- [Retention of green open spaces \(in the wider area, including the 'racecourse' and associated forest\)](#)
- [Single-storey detached villas and bungalows in an eclectic architectural style](#)



[Figure 52: Cropped aerial photo. 1942](#)

[\(retrieved from www.retolens.nz\)](#)

[Buildings and Streetscape Elements](#)

[\(Architectural, Scientific and Technical Qualities\)](#)

[As illustrated in by 1943 aerial photograph, the uptake of sections was almost complete by 1943. Unlike other parts of the Claudelands area, there has not been the redevelopment of a large number of lots with two storey flats in the 1960s and 1970s \(although there are a limited number examples of this and other redevelopments\). As a result, there is not significant variation in the architectural styles within the area; the 1910s to 1930s buildings are mainly single storey, and are California and English Bungalow style, with weatherboard elevations, corrugated steel or tile gabled and hipped roofs, side hung casement windows and some ornamentation including on building gables. The layout of buildings within lots is relatively consistent, with buildings being placed reasonably central with in some cases equal depth front and rear yards. Most dwellings have had driveways added to the side of the building, with some garages in rear yards. However, there are also some garages built close to street frontages, these are generally small and some show on the 1942 aerial photo. These are significant as they show the emergence of the importance of the private car.](#)

[Front boundary treatments include low walls and fences, planting and some more dominant solid fences. Some of the taller more dominant fences take away from the consistency of the area but overall the low walls and fences are respectful of the boundaries which would have originally existed in the area. The continuation of low \(less than 1.2m\) fences or walls would not have a significant impact on the heritage](#)

		<p><u>values of the area.</u></p> <p><u>Overall, the impression is that the buildings in the area represent the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.</u></p>
<u>22</u> <u>20</u>	<u>Oxford Street (East) and Marshall Street Railway Cottages</u>	<p><u>The Oxford Street (East) and Marshall Street Railway Cottages HHA is located on a pair of parallel streets linking east from Heaphy Terrace.</u></p> <p><u>The area consistent with a significant number of the features of the early establishment of a service town (pre-1930s) and the railway workers suburbs (1930s–1950s) heritage themes.</u></p> <p><u>The area is within the 5th Extension to the City, April 1949. The area would have been developed prior to this date. It is of at least moderate heritage value</u></p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>Marshall Street surveyed for subdivision in November 1920</u> <u>Oxford Street surveyed for subdivision in 1921</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>Located in 5th extension to the city, April 1949</u> <p><u>Summary of Values</u></p> <p><u>Marshall Street and Oxford Street were established as part of the ongoing growth of the desirable Claudelands area, which was initially formed by F. R. Claude in 1877 and had grown in a piecemeal approach with individuals dividing sections for sale.⁶⁴</u></p> <p><u>The area has a high level of integrity from its original subdivision and layout, with few changes to the area.</u></p> <p><u>The area contains a representative set of early 1920s dwellings, with a range of small-scale, weatherboard clad dwellings, with gable roofs. They all have a strong relationship with the street, with a central front door and symmetrical windows. Some have small porches and some have verandahs. The housing on Oxford Street has strong similarities with the prefabricated Ellis & Burnand and Railway cottages; whilst it cannot be verified it is likely that they are Ellis & Burnand.</u></p> <p><u>The HHA is considered to have at least moderate local heritage significance as an area of speculative housing, with a local developer supplying small cottage dwellings in a familiar and sought-after style akin to Ellis & Burnand and railway workers' dwellings, in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period prior to the land being brought into the Borough.</u></p> <p><u>Background</u></p> <p><u>(Historic, Cultural and Archaeological Qualities)</u></p> <p><u>The Oxford Street (East) and Marshall Street HHA fronts two parallel streets – Marshall Street and Oxford Street. Both streets were surveyed to align with the existing streets in the Claudelands area. Marshall Street was surveyed for subdivision in November 1920 by Charles Edward Clarkson (Figure 19).</u></p> <p><u>The street pattern created by the subdivisions is representative of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period:</u></p> <ul style="list-style-type: none"> <u>Streets tend to meet at right angle</u> <u>Back to back lot pattern</u> <u>A relatively high-density built environment</u> <u>Retention of green open spaces (in the wider area, including the</u>

- [‘racecourse’ and associated forest within Claudelands and Pountney Park at the end of Oxford Street](#)
- [Single-storey detached villas and bungalows in an eclectic architectural style](#)

All lots were approximately 750m². Clarkson placed an advert in the *Waikato Times* in December 1920 advising land agents that his “sections in Marshall Street, Claudelands, are withdrawn from sale till further notice.”⁶⁵ By 1922, there were residents at Marshall Street and lots were sold to private owners with at least one lot sold with an existing dwelling – a three-bedroom bungalow advertised for sale by Clarkson in 1922.⁶⁶

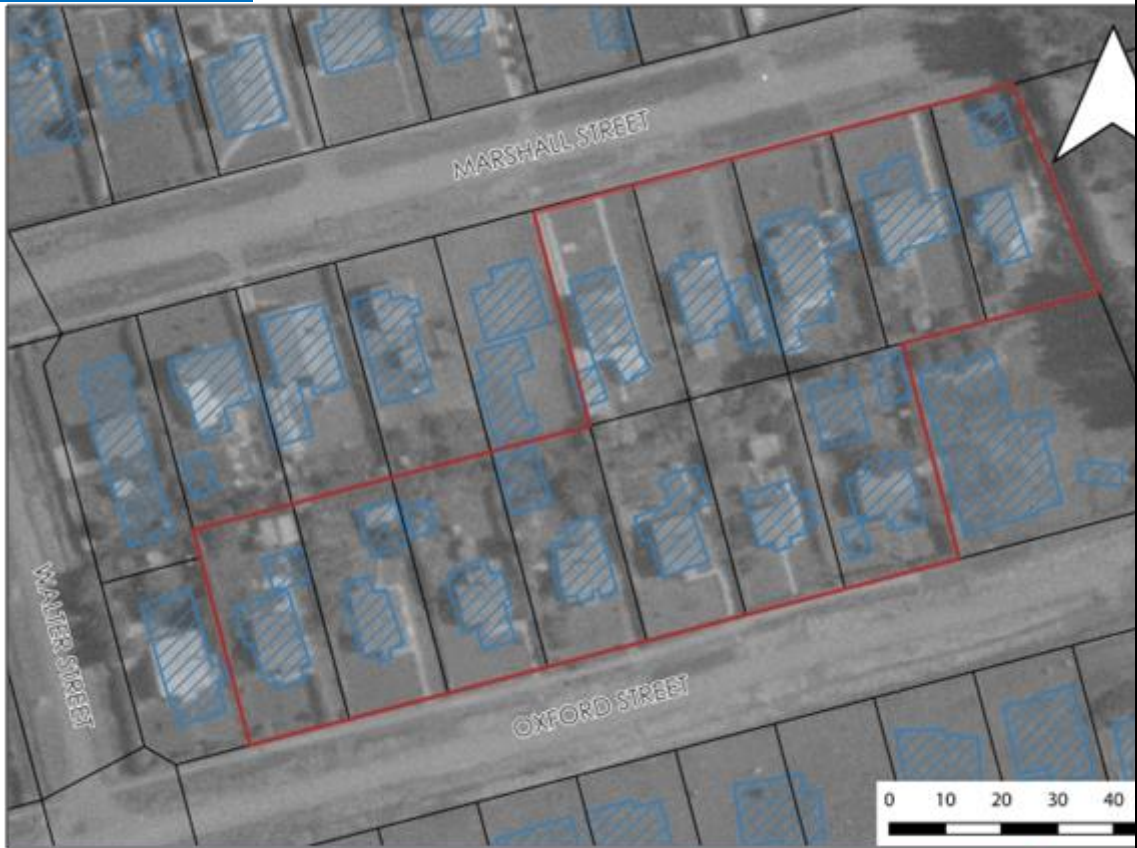


Figure 53. Aerial taken in 1948 of Marshall and Oxford Streets (Retrolens, SN530, with overlay).

FOR SALE.—New Bungalow, 4 rooms; price, £485; deposit £30; balance £1 per week.—Apply Paterson, Builders, Oxford Street, Claudelands, off Grey Street. 'Phone 1575. 53

Figure 55. Advertisement for the sale of a bungalow on Oxford Street (Waikato Times, 8 May 1922)

FOR SALE.—Another New 4-room Bungalow, just completed. Ox Street, off Grey Street North. Price £ Deposit £30; balance £1 per week.—A Paterson, Builders, 16 George Street, o Piako Road. 'Phone 1575.

Figure 55. Advertisement for the sale of a bungalow on Oxford Street (Waikato Times, 12 May 1922)

Oxford Street was subdivided by John Paterson (Patterson) Snr and John Paterson Jnr in 1921 (Figure 19).⁶⁷ The Paterson's were builders and appear to have constructed new houses on the Lots and then sold or rented these. There are a series of advertisements in the early 1920s where 'Paterson Builders' or 'J Patterson' have advertised bungalows on Oxford Street for sale and for let (Figure 22). Other advertisements offered “one of our [Paterson and Paterson Builders] five-roomed bungalows,” which had been recently completed, for sale at £1,150.⁶⁸ It is unclear

		<p><u>exactly which sections these advertisements relate to. Historic titles show the lots were sold to private owners throughout the 1920s.⁶⁹ The southern side of Oxford Street remained undeveloped in the 1940s.⁷⁰</u></p> <p><u>Connection to the Claudelands area improved from the late 1800s when the train was extended to Claudelands and rail traffic increased through the region, including at Claudelands station.⁷¹ A footbridge was constructed over the Waikato River, adjacent to the railway bridge approximately 2km from Oxford Street, in 1908.⁷² A commercial centre was established along Heaphy Terrace, between Marshall and Oxford Street, in the 1920s.⁷³ By at least 1943, the HHA sections have been developed with dwellings constructed on the lots (Figure 20).</u></p> <p><u>Buildings and Streetscape Elements</u> (Architectural, Scientific Qualities and Technical Qualities)</p> <p><u>Oxford and Marshall Street contain a series of small dwellings, that appear to have been constructed at a similar time. The dwellings on Oxford Street have similarities with the typical street front elevations of Ellis and Burnand houses and Railway Cottages, which featured a central front door usually with a small porch and symmetrical windows either side. All are oriented with the gable parallel to the street. Most of the cottages on Marshall Street have a verandah, with a central front door and symmetrical windows either side.</u></p> <p><u>The Oxford Street dwellings may have been constructed and sold by Paterson & Paterson to a similar design that would have appealed to residents. Local builders who had copies of railway housing or State housing plans often built private homes that looked similar, using the same materials. The dwellings also have strong similarities to Ellis & Burnand prefabricated homes.</u></p> <p><u>The dwellings across both streets are similar in scale and style, providing the area with a quaint appearance.</u></p>
23	Oxford Street (West)	<p>The Oxford Street (West) is located on a cul-de-sac which links from Heaphy Terrace, to Poutney Park, which forms part of a wider grid layout between Heaphy Terrace and Peachgrove Road.</p> <p>The area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) heritage theme.</p> <p>The area is within the 5th Extension to the City, April 1949. The area would have been developed prior to this date. It is of at least moderate heritage value.</p>
24 21	<u>Riro Street</u>	<p>The Riro Street HHA consists of the western end of Riro Street, located on a flat area of land alongside the River.</p> <p>The area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) heritage theme.</p> <p>The area is located within the 1st Extension to the Borough; October 1912. It is of at least moderate heritage value</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> • <u>Survey plan of subdivision 1909</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> • <u>Within Town of Claudelands, Kirikiriroa Parish; included within the First Extension in 1912</u> <p><u>Summary of Values</u></p> <p><u>Riro Street illustrates the pressure for development along the boundaries of the Borough during the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, having been subdivided prior to the land being brought into the Borough through the first extension in 1912.</u></p> <p><u>The orthogonal layouts and relatively high-density development, which capitalises on</u></p>

its location close to the river to provide amenity to residents, and single storey villas and bungalows are a clear representation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Maintaining the existing open frontages or low picket fences is an important element in maintaining the historic heritage significance of the area.

The HHA is considered to have at least moderate local heritage significance as an area of speculative housing initially planned when outside of the Borough in the Pioneer Development (1860 to 1889) development period and constructed in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

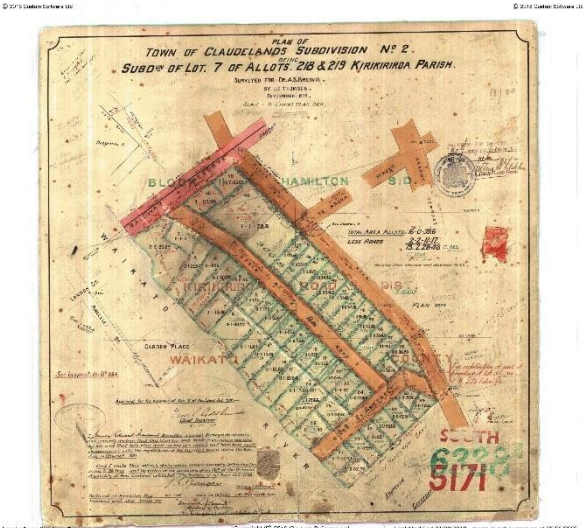


Figure 56. Brewis' 1909 subdivision plan (retrieved from [premise.co.nz](#))

Background


(Historic, Cultural and Archaeological Qualities)

The area forming Riro Street was originally part of Frank Claude's 400 hectare farm, which he had purchased from Colonel William Moule in 1860. The extension of the railway across the river divided Claude's land 1884.

A subdivision plan dated 1909, prepared for Dr A Brewis, shows the subdivision of the land along with land forming Opoia Road and as far north as the railway. At this time the Borough boundary was a little way to the south of the area.

The subdivision of the land illustrates the pressure for development during the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, with land owners adjacent to the town boundaries pre-empting the town's expansion by subdividing their property into smaller parcels intended for residential purposes; this meant a large additional population existed with access to the town's amenities and jobs but not paying rates to Hamilton Borough Council. The land was brought into the Borough (which had been formed in 1860) in 1912, by way of the first extension.

Riro Steet is located on located on a flat area of land alongside the River. The road corridor connects through to the River, and it is likely that there were views of the River from the street before the vegetation along the bank grew to its current size. The current impression is that the land at the end of the formed street is within 14 Riro

		<p><u>Street, although boundary plans indicate that this is not the case.</u></p> <p><u>There is a direct link from the street to Parana Park/Memorial Park.</u></p> <p><u>Buildings and Streetscape Elements</u> <u>(Architectural, Scientific and Technical Qualities)</u></p>  <p>Figure 57. Cropped 1953 aerial photograph (retrieved from www.retrolens.nz)</p> <p><u>The dwellings are generally single level, with one having first floor space within the roof, with gabled ridged roofs mainly of corrugated steel. Most have weatherboard elevations, although there is one brick building and one with shingle elevations. They represent the California and English Bungalow styles, with side hung casement windows and some ornamentation including on building gables.</u></p> <p><u>Front boundaries are generally low picket fences, open or planted; whilst these vary, they provide the street with a consistent appearance.</u></p> <p><u>There are wide berms and good-sized street trees along the south side of the street. Whilst lot sizes vary, becoming larger towards the river, the overall impression is that lot layout is reasonably consistent, with buildings arranged to provide a large private rear yard for the dwellings. The original levels/topography of the area are maintained.</u></p> <p><u>Overall the street reflects the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, with orthogonal layouts and relatively high density development, which capitalises on its location close to the river to provide amenity to residents with single storey villas and bungalows in an eclectic architectural style.</u></p>
25 22	<u>Sare Crescent</u>	<p><u>The Sare Crescent HHA links between Clarkin Road and Heaphy Terrace. It is consistent with a significant number of the features of the comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) heritage theme. It is of at least moderate heritage value.</u></p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> • <u>Surveyed in 1949, construction completed by 1953</u>

City Extension

- Located within the 5th extension, 1949

Summary of Values

Sare Crescent was developed as part of a rapid period of Hamilton City’s growth. It was initially bordered farmland to the north and east, but quickly became surrounded by further subdivisions and development. The area contains a cohesive set of 1950s State housing and has maintained a high degree of integrity of lot size and layout from the original survey and formation of the street, with little further subdivision and development from its establishment.

By reason of its integrity, the HHA is considered to have at least moderate local heritage significance as a little altered area of state housing, likely constructed to accommodate homecoming servicemen and their families in the Early Post War Expansions (1950 to 1980) development period.

Background

(Historic, Cultural and Archaeological Qualities)



Figure 58. Subdivision of Sare Crescent in 1949 (LINZ DPS2491)

The land of Sare Crescent was surveyed for subdivision in August 1949.⁷⁴ Lot sizes and shapes are more varied than other earlier State housing subdivisions, and range in size from 750m² to 1,000m² (¼ acre), positioned along a curvy street. Aerials show construction completed on both sides of street by August 1953.⁷⁵

The area was developed after the end of World War II, during a period where houses were being built to accommodate homecoming servicemen and their families.⁷⁶

Heaphy Terrace had been subjected to ribbon development, and Sare Crescent capitalised on the available land to the rear of this existing development, curving around and connecting with Clarkin Road. Sare Crescent also appears to demonstrate some watered-down ideals of the Garden Suburb, which had become pervasive in town planning, but gradually diluted down to road layout and the provision of ample green/garden spaces.⁷⁷

Prior to its development, it was rural land on the northern outskirts of Hamilton City. Sare Crescent was located at edge of city boundary in 1950 and, over the next twenty years, land rapidly developed/extended around it.⁷⁸ Parts of Fairfield had developed prior to its inclusion in the boundary of Hamilton City in 1949, and had extensive State housing estates.⁷⁹ Some dwellings are still owned by Kainga Ora/Housing New Zealand.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 59. Aerial dated 1953 showing Sare Crescent HHA (in red) with current building outlines (in blue) showing little change since the 1950s (Retrolens, SN819, with overlay).

The Sare Crescent HHA is largely occupied by 1950s dwellings, typical of 1950s State housing, clad in weatherboards with tiled gabled and hipped roofs. The street has an interesting curve, with varied width berms. The dwellings largely face the street, with few placed on an angle.

26
23

Seifert Street

~~The Seifert Street HHA, consists of the majority of Seifert Street, albeit for those dwellings at the street entrance which face Garnett Avenue.~~
~~The area is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes.~~
~~The HHA is located within the 5th extension to the city, April 1949. It is of at least moderate heritage value~~

Development Dates

- Subdivision granted 11th November 1959 and 9th December 1964, with dwelling permits showing from 1962 to 1968.

City Extension

- Within the 5th Extension to the city, April 1949

Summary of Values

Springfield Crescent is a subdivision by owner A L Seifert, initially for a single house on the Garnett Avenue frontage in 1959, followed by the remainder of the street in 1964.

The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with little subdivision or development from its establishment. The dwellings in the street are largely 1960s builds, dating from the original subdivision of the street, and most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings.

Maintaining existing open (unfenced) frontages, albeit with existing low retaining walls, is an important element in maintaining the historic heritage significance of the area.

The HHA is considered to have at least moderate local heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period.

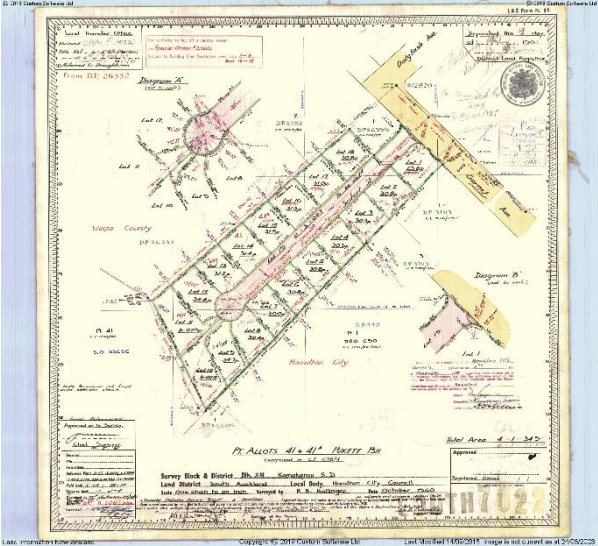


Figure 60: Approved survey plan, 1964 (retrieved from [premise.co.nz](#))

Background

(Historic, Cultural and Archaeological Qualities)

Seifert Street was granted subdivision consent to the owner A L Seifert in 1959 (for lot 1 only; now 31 Garnett Avenue) with the remainder of the street gaining subdivision consent in 1964.

The land had come into the city boundaries in 1949; the same year subdivision consent had been granted for the subdivision of land immediately to the south to the south of the site facing Garnet Avenue⁸⁰.

A L Seifert named to road eponymously in 1960⁸¹ (and identified it as such on the approved survey plan).

The street is a cul-de-sac which rises gently westwards from Garnett Avenue, with the original topography of the area clearly understood.

There has been little change to the lot layouts since the original construction of the street and houses.

Buildings and Streetscape Elements
(Architectural, Scientific and Technical Qualities)



Figure 61: Cropped 1961 aerial photo showing the first dwelling adjacent to Garnett Avenue (retrieved from www.retrolens.nz)

The 1960s dwellings are plan book styles, mainly single storey but some two storey dwellings, particularly on the north side of the street at the west end where the ground level rises from the street and buildings are cut into the slope. Building plans vary, and include L, T and shallow V shapes. Lots are reasonably square in shape, leading to buildings presenting long elevations towards the street.



Figure 62: Cropped 1971 aerial photo showing all lots developed (retrieved from www.retrolens.nz)

Dwellings generally have brick elevations with some having a plaster or blockwork plinth (or ground floors in the case of the two storey buildings). There are a mixture of

		<p><u>gabled and hipped roofs, with both concrete tiles and corrugated steel used. They have large picture windows with timber joinery.</u></p> <p><u>Most lots have a low fence or wall along the front boundary, often supplemented with planting. Fully formed driveways lead to off street parking areas and garages (which are generally integral, although some are detached to the rear of the dwelling.</u></p> <p><u>Overall the buildings are typical of pattern book type houses in the Early Post War Expansions (1950 to 1980) development period.</u></p> <p><u>The street has regularly spaced street trees within narrow front berms, on both sides of the street. Lots are generally regular sizes and shaped, with wide frontages to the street (apart from the lots at the west end of the cul-de-sac accessed by driveways).</u></p>
27 24	<u>Springfield Crescent</u>	<p><u>The Springfield Crescent HHA is a loop road linking from Peachgrove Road to Insoll Avenue.</u></p> <p><u>The area is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes.</u></p> <p><u>The HHA is located within the 7th extension to the city, April 1959. It is of at least moderate heritage value.</u></p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>Two subdivisions were granted on the 13th February 1963 for the east and west ends of the street.</u> <u>Permits for buildings issued from September 1964 with further permits issued in 1969.</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>Located within the 7th Extension April 1959</u> <p><u>Summary of Values</u></p> <p><u>Springfield Crescent is a subdivision by The District Public Trustee of Hamilton. The resulting subdivision, and dwellings brought forward on the land, are typical of the development period, including the curved link road and building plan forms which incorporate L, T and shallow V shapes.</u></p> <p><u>The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with little subdivision or development from its establishment. The dwellings in the street are largely 1960s builds, dating from the original subdivision of the street, and most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings.</u></p> <p><u>Maintaining existing open (unfenced) frontages, albeit with existing low retaining walls, is an important element in maintaining the historic heritage significance of the area.</u></p> <p><u>The HHA is considered to have at least moderate local heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period.</u></p>

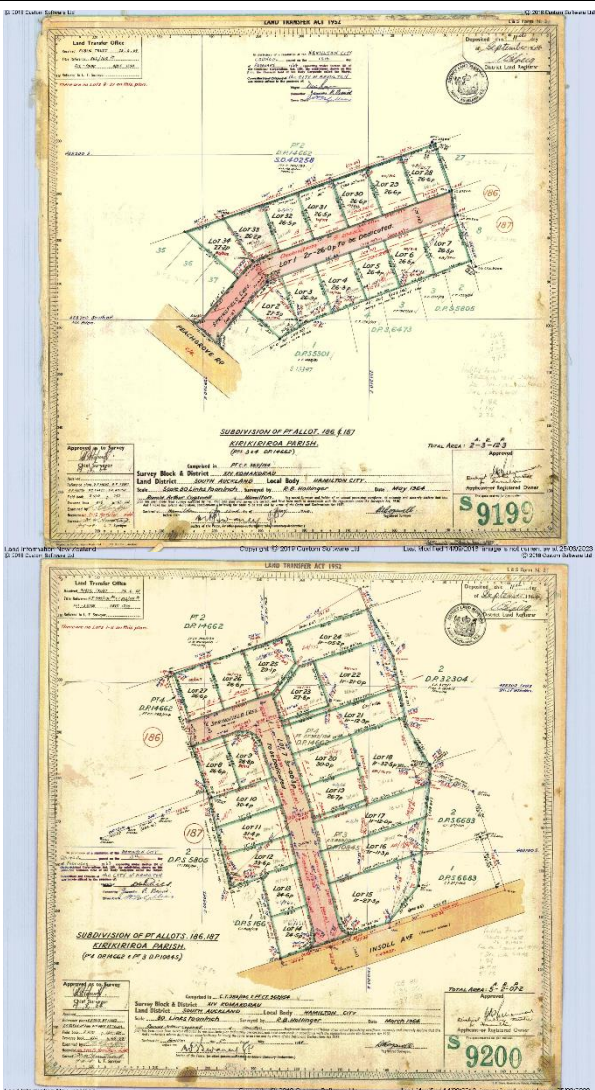


Figure 63: Original 1964 subdivision plan for east end of street (retrieved from premise.co.nz)

Figure 64: Original 1963 subdivision plan for west end of street (retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

Springfield Crescent is a curved street linking from Peachgrove Road through to Insoll Avenue. Subdivision consents were granted for the street in February 1963 to G. Williamson, The District Public Trustee of Hamilton, who also named the street.⁸²

That part of the street within the HHA has an east-west alignment, although at the east end of the HHA this turns to continue south. The street has berms with small regularly spaced street trees. There are direct views along the majority of the street within the HHA, although the curve at the west end limits views into and from this section of the street. The curved form of the street is typical of the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 65. Prior to development in 1963 (retrieved from retrolens.nz)

The majority of dwellings are single storey with some two storey dwellings. Building plans vary, and include L, T and shallow V shapes. Lots are reasonably square in shape, and generally of a similar size and dimension (around 650m² to 700m²). Buildings generally show a similar setback and are placed perpendicular to the street. As a result of the smaller site size than in some other areas of a similar development period the site layouts do not feel as generously spaced as in some other instances.



Figure 66. By 1967 the majority of lots had been developed (retrieved from retrolens.nz)

Buildings generally have brick elevations, with blockwork ground floors for the two storey buildings and some blockwork plinths on other buildings. There are a mixture of gable and hipped roofs, with fibre cements cladding to some gables and both concrete tiles and corrugated steel coverings. Buildings have large areas of horizontal proportion windows. Many front yards are open plan with some low retaining walls containing the original ground levels and some other low fences. There is significant planting within some front yard areas, although this is not the dominant treatment. Overall, the buildings and street are representative of the Early Post War Expansions (1950 to 1980) development period.

28
25

Sunnyhills Avenue

The Sunnyhills Avenue HHA is part of a series of linked culs-de-sac located on the west side of Houchens Road.

The area is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes.

That part of Sunnyhills Avenue which is identified as HHA is located within the 8th extension to the city, April 1962. It is of at least moderate heritage value.

Development Dates

- Subdivision granted in 1969 for Sunnyhills Avenue with subsequent approvals for later stages.
- The first building permits for dwellings were granted in July/Aug 1971.

- Within 8th extension 1962 and 9th extension 1977

Sunnyhills Avenue is a subdivision by Mr McLachlan. The resulting subdivision, and dwellings brought forward on the land, are typical of the development period, including the curved form of the road, the retention of the existing topography and the building plan forms which incorporate L, T and shallow V shapes.

Maintaining existing open (unfenced) frontages, albeit with existing low retaining walls, is an important element in maintaining the historic heritage significance of the area.

The HHA is considered to have at least moderate local heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period.

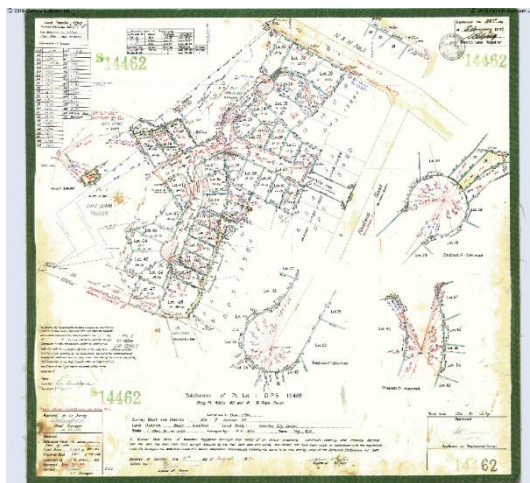


Figure 67: Subdivision plan for first section of the street, 1969 (retrieved from premise.co.nz)

(Historic, Cultural and Archaeological Qualities)

Subdivision of land in the local area, including the Acacia Avenue HHA, was instigated by the Houchen family from the early 1950s. In 1958 J L Ngan received subdivision consent for lots along the west side of Houchens Road, with a gap provided in this to provide access to the land which was to later become Sunnyhills Avenue.

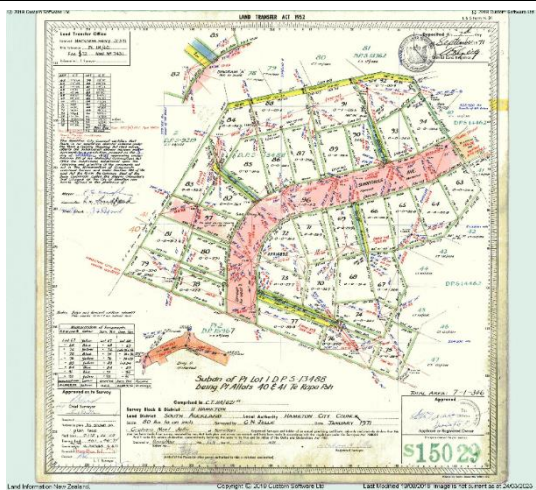


Figure 68. Subdivision plan for later stage
(retrieved from premise.co.nz)

The first section of the street was brought into the City as part of the 8th Extension. This was Hamilton’s largest boundary extension which almost doubled the land area of Hamilton City. Hamilton’s population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City’s boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.

The Sunnyhills Avenue area remained a gap between the existing development on Acacia Avenue/Houchens Road and the development fronting and accessed from Ohaupo Road. By the late 1960s the Glenview International Hotel (on the site of the Te Wananga o Aotearoa) and New Zealand’s first shopping mall, the Big ‘A’ Plaza, were open on Ohaupo Road⁸³, providing local facilities for existing and future residents. The availability of these in the immediate local area would have increased the desirability of the Sunnyhills Avenue land for development.

Consent for Sunnyhills Avenue was granted in 1969; the street was named by the owner of the property, Mr McLachlan who had relations who lived in Sunnyhills, Auckland and he liked the name.⁸⁴


Sunnyhills Avenue forms the spine to a series of culs-de-sac, and provides the link from these to Houchens Road.

The street is on varied topography and follows a shallow gully, dropping from Houchens Road and then rising, with the sections on either side of the street often rising above street level.

Buildings and Streetscape Elements
(Architectural, Scientific and Technical Qualities)

Buildings are generally relatively large and show a common setback. They have varied plan forms; a common feature of the Early Post War Expansions (1950 to 1980) development period.

Buildings are a mix of single storey and two storey dwellings, with the two storey (split level) designs taking advantage of the rising topography. They generally have concrete (split stone) or clay brick elevations (although this does vary), with blockwork ground floors for the two storey buildings and some concrete block plinths on single

		<p><u>storey dwellings. Gabled roof dominate with the majority having tiled coverings. Buildings have large areas of horizontal proportion windows. Areas of fibre cement cladding are included on the gables or above and below windows on many buildings. Many buildings have integral garages, although some single storey buildings have detached garages; each has a fully formed driveway providing connection to the street.</u></p> <p><u>Lots vary in size from around 650m² to 850m², although this variation is not recognisable from the street with the area appearing consistent. There are some rear lots, although these are not included within the HHA.</u></p>  <p><u>Figure 69: Aerial photo of the partly completed site. 1974 (retrieved from www.retolens.nz)</u></p> <p><u>There are some retaining walls along property boundary with the street, these are often in blockwork although other materials are also seen. Apart from these retaining walls, the majority of sites within the area have open frontages, with planting within front yards.</u></p> <p><u>The street has a wide carriageway, narrow berms and footpaths with regularly spaced street trees along both sides. The curving alignment of the street and changing levels add interest illustrate how developments of the era worked with the topography, and clearly illustrates the form of development expected in the Early Post War Expansions (1950 to 1980) development period.</u></p>
29 26	Te Aroha (East)	<p><u>The Te Aroha Street (east) HHA includes the network of connected streets including Te Aroha Street from east of Grey Street through to Peach Grove, and a range of streets connecting north and south from this including Bell Street, St Olpherts Avenue and St Winifreds Avenue what are each culs-de-sac which connect northwards to the railway, and Bond Street, Bains Avenue, James Street, Warr Street, Argyle Street and Armagh Street to the south.</u></p> <p><u>The area is representative of the early establishment of a service town (pre-1930s) heritage theme. It is of at least moderate heritage value.</u></p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>Shown on survey of Township of Claudelands 1879, although many</u>

- [of the sites were subsequently further subdivided.](#)
- [Many of the subsequent subdivisions begin in the second decade of the 20th Century, including sites fronting Te Aroha Street, Bains Avenue, Frances Street, James Street, St Olpherts Street and St Winifreds Avenue](#)
- [The Record Map Pt.Hamilton Domain, 1935, shows subdivision patterns similar to the current time.](#)

City Extension

- [Within the 1st extension, October 1912](#)

Summary of Values

[The initial subdivision of the area was undertaken by Francis Richard Claude, a speculative developer, and took place prior to the land coming into the Borough and prior to the railway being extended across the River, providing connection from Auckland through to Morrinsville.](#)

[However, later subdivisions, which delivered the current subdivision pattern, broadly coincided with the extension of the Borough to include the area, and well after the railway became operational. Prior to this date there were undeveloped lots within and immediately north of Hamilton East.](#)

[The street layout across the area, with the high level structure set by Claude's subdivision, and supplemented by additional streets through subdivisions in the second decade of the 20th Century, along with the dwellings across the area, are a clear representation of the Late Victorian and Edwardian and during and after inter-war growth \(1890 to 1949\) development period.](#)



Figure 70: Claude's 1879 Town of Claudelands
[\[retrieved from premise.co.nz\]](#)

[The HHA is considered to have at least moderate local heritage significance as an area of speculative housing intially planned when outside of the Borough in the Pioneer Development \(1860 to 1889\) development period and constructed in the Late Victorian and Edwardian and during and after inter-war growth \(1890 to 1949\) development period.](#)

Background

[\(Historic, Cultural and Archaeological Qualities\)](#)

[Prior to the 1864 invasion of the Waikato by colonial troops, Miropiko Pā, at River](#)

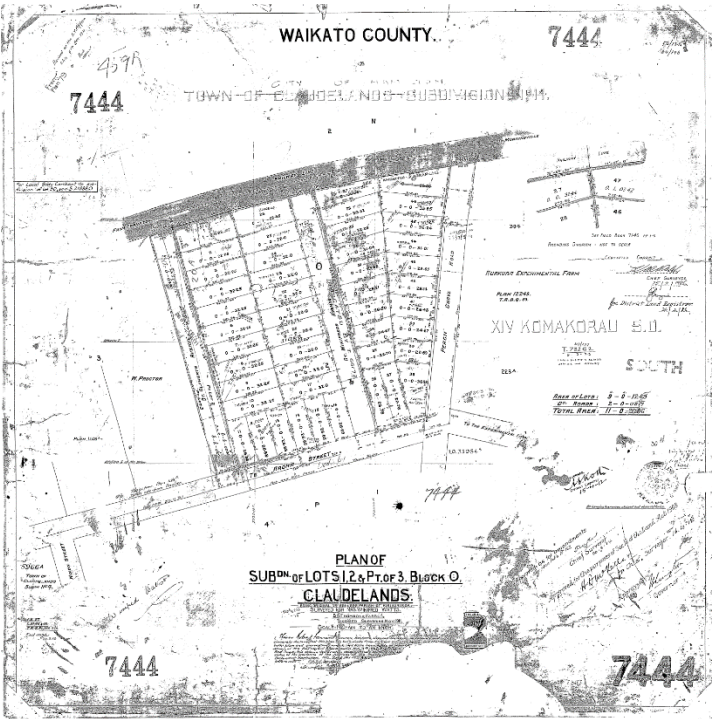
Road, in the north-west of Claudelands, was occupied by Ngāti Wairere, Ngāti Hānui and Ngāti Kourathey. However, following the invasion they moved to Gordonton and the land was confiscated and sold by the government.



Figure 71: 1916 Survey plan of Bains Avenue for D R Bain (retrieved from premise.co.nz)

Initially the land was allocated to soldier settlers, but many of them sold their land to Francis Richard Claude, as an early wealthy settler from South America. Overall Claude bought 400 ha (990 acres) and subdivided most of it in 1878.

Part of an area of existing kahikatea forest was cleared to create a racecourse, which was subsequently sold to the South Auckland Racing Club and then the Waikato A&P Association. The A&P Association had their first show on the 27th October 1892. Racing moved to the Te Rapa Racecourse in 1925.



[Figure 72: 1911 Survey of St Winifreds Street for Winifred Watts \(retrieved from \[premise.co.nz\]\(#\)\)](#)

The Hamilton-Morrinsville railway opened on 1 October 1884; the railway station in Claudelands opened at the same time and remained open until 1991. This provided direct access to Claudelands from Auckland.

The Te Aroha Street area had been included in Claude's 1878 subdivision and is included on the 1879 Town of Claudelands plan. The names of many of the north-south road shown on that plan were taken from roads in Hamilton East, as though it was intended that they would in time extend south over the intervening land and join. Subsequent subdivisions have been granted to create the lots seen across the area today, from around 1911 onwards (around the time that the area was brought into the Borough). The Record Map Pt. Hamilton Domain, 1935, shows subdivision patterns similar to the current time.

The street pattern created by the subsequent subdivisions is representative of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period:

- [Streets tend to meet at right angles](#)
- [Back to back lot pattern](#)
- [A relatively high-density built environment](#)
- [Retention of green open spaces \(in the wider area, including the 'racecourse' and associated forest\)](#)
- [Single-storey detached villas and bungalows in an eclectic architectural style](#)

[Buildings and Streetscape Elements](#)

[\(Architectural, Scientific and Technical Qualities\)](#)

Whilst other parts of the 'Town of Claudelands' have seen the development of flats in the 1960s and 1970s, the Te Aroha west area has been less altered.

As illustrated in the 1943 aerial photograph, which is around 30 years after the original approval of many of the subdivisions across the area, the uptake of sections in the area took place over a long period. As such, whilst single storey dwellings dominate, there are a range of styles including villas, California Bungalows and more recent styles in Huntly Brick or plaster. Whilst the styles of these vary, the regular setbacks from front and side yards provides consistency. Overall, the impression is that the buildings represent the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Whilst many buildings in the area have open frontages, or very low fences or walls along their front boundary, a significant number have medium height fences or walls. The continuation of low (less than 1.2m) fences or walls would not have a significant impact on the heritage values of the area.

The majority of streets have regularly spaced street trees within berms; the exception being Bond Street which has a wider carriageway than other streets with no front berm on the west side of the street. The retention of these street trees contributes to the heritage values of the area.



Figure 73: 1943 cropped aerial photograph of the area (retrieved from www.retrolens.nz)

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Templeview

The Temple View HHA consists of land to the east of Tuhikaramea Road, from the Wendell B Mendenhall Library in the north to the The Hamilton New Zealand Temple of the Church of Jesus Christ of Latter-day Saints in the south, and includes the G R Biesinger Hall, First House and Kai Hall, all of which are recognised as historic heritage items in their own right.

The area was developed prior to the area being added to the city as the 11th extension in July 2004.

The HHA, and the buildings in it, were developed alongside the comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) and the construction company era (1960s), and the dominance of the private car and changing suburban form (1970s) and represents an alternative response to the changing pressures on Hamilton during these periods.

Development Dates

- The development to form the Temple and associated facilities began in 1955

City Extension

- Within the 11th extension to the city, July 2004.

Summary of Values

The Temple View area has significant historical, cultural and architectural significance, being the first Temple of the Church of Jesus Christ of Latter-day Saints in the southern hemisphere, the former location of Church College, a range of other remaining church buildings and a rich social history of the labour missionaries and other volunteers who moved from their usual home to live at the site to work on all aspect of the development, from brick making through to building construction.

The HHA is considered to have at high national, regional and local heritage significance as a an example of the Early Post War Expansions (1950 to 1980) development period and as the location of the first Temple of the Church of Jesus Christ of Latter-day Saints in the southern hemisphere.

Background⁸⁵

(Historic, Cultural and Archaeological Qualities)

**Figure 74: The Temple during construction, 1958**

<https://www.thechurchnews.com/temples/2022/8/25/23317710/hamilton-new-zealand-temple-compare-interior-exterior-photos-1950s-and-today>

Construction had begun at Temple View, just west of Hamilton, in December 1955. The project included the building of the Temple, which was the first temple of the Church of Jesus Christ of Latter-day Saints in the southern hemisphere, and Church College, which was a private secondary school.

The project was overseen by George R. Biesinger, the general supervisor of Church building in the South Pacific.

**Figure 75: Workers during construction 1957**

<https://www.thechurchnews.com/temples/2022/8/25/23317710/hamilton-new-zealand-temple-compare-interior-exterior-photos-1950s-and-today>

The labour for the construction was performed by volunteer workers known as labour missionaries. The workers were given a small allowance of 10 shillings per week for basic necessities, and were called to serve for two years. However many extended their time upwards to between 8 and 10 years. Additional labour was supplied by church members from around New Zealand who visited for week-long assignments.

Overtime the project included other Church buildings such as the Wendell B Mendenhall Library, the G R Biesinger Hall, First House and Kai Hall, all of which are scheduled in their own right.

The development of the Temple encouraged the development of areas of housing to

the west of Tuhikaramea Road, all beyond the boundaries of the city on previously undeveloped land.



Figure 76: Temple View campus and the residential area to the west of Tuhikaramea Road in 1979

In the past decade the area has been significantly altered with the demolition of the school buildings, block plant and housing; the redevelopments have refocused the campus on the centrepiece of the Temple.

However, the site remains in the ownership and use of the Church, and forms a clearly identifiable campus which shows overall design consistency and which illustrates the significant historical and social significance of the site to the history of Hamilton and the local area, particular during the Early Post War Expansions (1950 to 1980) development period when the Temple, School and associated buildings were originally constructed.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

The Temple, and other Church buildings, including the retained and conserved Wendell B Mendenhall Library, the G R Biesinger Hall, First House and Kai Hall, all utilise materials and finishes which ensure that they are viewed as a suite of related buildings. This extends to the replacement walls constructed along Tuhikaramea Road, and the common landscaping within the road reserve and wider Church campus.

The siting, design and landscape treatment of the Temple emphasise the vertical proportions of the building and create the impression of a monument. Landscaping and tree planting emphasises the dramatic and dominant position of the Temple in the local landscape and also includes trees that mark periods of occupation before development of the site by the Church.

Whilst located outside of the city when originally developed, as a whole, the campus retains sufficient original buildings, and displays sufficient design integrity, that it

		<u>illustrates an important element of Hamilton's Early Post War Expansions (1950 to 1980) development period.</u>
<u>31 28</u>	<u>Victoria Street</u>	<p>The Victoria Street HHA located around the section of Victoria Street between Garden Place and Hood Street and was one of the first areas settled by Māori and later by European settlers, with it being easily accessible to the Waikato River. It forms part of the wider connected grid network established to the west of the river. The area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) heritage theme. The matters which contribute to this include its historic development, location and setting, architectural quality and streets/open spaces. It is of at least moderate heritage value</p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>European development from around 1864</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>Within the original Hamilton West Highway District, and consequently within the original Borough</u> <p><u>Summary of Values</u></p> <p><u>Victoria Street and Hood Street are one of the first established areas of the city. The area was laid out as a grid of streets and the resulting blocks remain the key feature of the urban morphology of the area.</u></p> <p><u>Whilst the built form within the area has developed over time, buildings in the area are generally built on the back edge of the footpath and many are two storeys or taller and provide enclosure and definition to the street, with narrow shop fronts providing rhythm in the frontages. The utilisation of painted plaster or brick elevations on most buildings illustrates the historic regulation requiring that buildings be constructed in brick or stone; this contributes to the continuity and sense of identity of the area.</u></p> <p><u>The area has high heritage significance locally and regionally as an important example of Hamilton's Pioneer Development (1860 to 1889) development period, as originally developed and consolidated over time.</u></p>

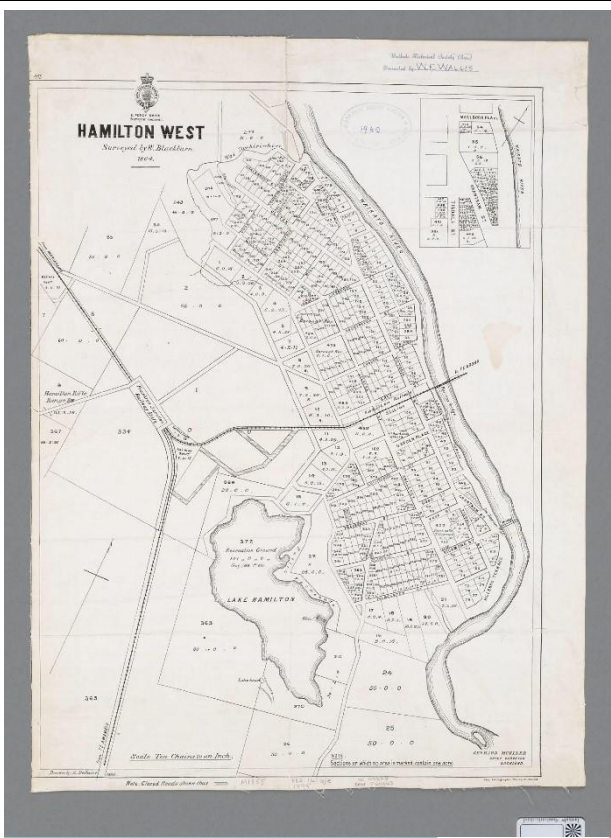


Figure 77. Hamilton West – drawn 1895

Background

(Historic, Cultural and Archaeological Qualities)

The current Victoria Street area was one of first areas settled by Māori and later by European settlers, with it being easily accessible to the Waikato River.

The Hamilton area has a history of some 700-800 years of Māori occupation and settlement. For the Tainui tribes, the harbours, rivers and swamps of Waikato provided food and other resources, and its mountain ranges were strongholds. As waka traffic increased along the rivers in the 19th century, the number of riverbank settlements multiplied. On the west side of the River the main Māori settlements (Pa) in the area of Hamilton were Kirikiriroa Pa occupied by Ngati Wairere, and Te Rapa (near the present Waikato Hospital) occupied by Nagti Koura.

Kirikiriroa Pa was the largest settlement in the area and had a large population. It was a thriving community at the time the European traders and missionaries arrived in the area in the 1830's.

In 1864, following the Māori wars, a number of defensive militia posts were established throughout the Region, including Hamilton. The establishment of the European settlement of Hamilton began with arrival of the first detachment of soldiers from the 4th Waikato Militia. They built redoubts on opposite sides of the river, on the western side on the hill known to the local iwi as Pukerangiora, on which the St Peters Cathedral is now located and on the eastern side of the river at the end of Bridge Street.

The original European settlement straddled the western and eastern sides of the River. They were connected by punt and developed as two separate towns, known as 'Highway Township Districts'. Each was administered by a separate Highway Board.

The business area was initially located on Grantham Street close to the wharf, which was a key junction for the movement of people and goods into and out of the area. Improved road links to Auckland and the wider area led to a decreased dependency on river transport, and the commercial centre gradually moved from Grantham Street to Victoria Street. In 1865 the original Hamilton Hotel building was erected on the Corner of Victoria and Sapper Moore Jones Streets (2023 locational reference) and additional development followed. In 1875, with the steady growth of the town's population, Hamilton had a printing press (the Waikato Times), breweries, brickyards, biscuit manufactures, agricultural suppliers, saddlers, tailors, sawmills, flour mills and both vehicle and furniture factories.

In 1877 the Highways Boards were amalgamated and became the Hamilton Borough, which established its Chambers on the western side of the River in 1878. The original Union Bridge was constructed in 1879, physically linking the two areas (replaced by the existing Victoria Bridge in 1910). The rail station opened the same year, although delays in the construction of the Claudelands Bridge led to it being closed from 1881 to 1884 until the bridge was completed.

Between 1874 and 1899 there were five major fires in this area of Victoria Street, destroying a number of the original buildings and businesses. In response the Borough introduced building regulations requiring buildings in the Victoria Street to be of brick or stone construction.

It was also the original location for a number of important civic buildings and the location of a number of significant Hotels; these buildings have shaped the City as we see it today. It remains a significant location within the city centre and supports a wide range of daytime and night-time activities.

Whilst shown on the 1895 plan, the examination of survey and subdivision plans indicates that the creation of smaller lots in Hood Street came later, in the early 20th Century.

The Victoria Street and Hood Street area is an important example of the Pioneer Development (1860 to 1889) development period, illustrating the development and consolidation of Hamilton East and West areas, linked to the military settlement of the area, the significant role of the River and the early establishment of a service town. The area includes the 200+m by 200+m superblocs which are a key feature of the development period.



Figure 78: Victoria Street in early 1900's looking south from near St Peter's Cathedral (HCL 02820)

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

All buildings in the area are generally built on the back edge of the footpath and many are two storeys or taller and provide enclosure and definition to the street. At ground level the narrow shop fronts provide rhythm in the frontages and contribute to the creation of a human scale. They provide interest to pedestrians by bringing the opportunity for a diversity of ownership and uses.

The utilisation of painted plaster or brick elevations on most buildings illustrates the requirement that buildings be constructed in brick or stone. This helps to provide continuity and a sense of identity, as do the verandahs over the footpath. The latter also provide shelter for users, continuity along the street and also contribute to the sense of enclosure within the street.

Five buildings within the area are included in the New Zealand Heritage List/Rārangī Kōrero of significant heritage places.



Figure 79: Retrolens 1948

The area has significant townscape interest, with careful attention having been paid to the design of corner buildings, which assist with the creation of distinct spaces at intersections, and arrangement of buildings to terminate views from side streets.

Development within Hood Street came later. A number of the commercial buildings are lower scale, reflecting their location away from the main street area, and also reflecting the styles of commercial buildings seen within commercial centres located away from the CBD at a similar time. The buildings represent the Late Victorian and

		<p><u>Edwardian and during and after inter-war growth (1890 to 1949) development period.</u></p> <p><u>The design of the streetscape within Victoria Street, the associated trees and landscaping, and the two landmark sculptures within the street (the Sapper Moore-Jones and Tongue of the Dog sculptures) add a further dimension of interest to the area and contribute to its overall significance. Whilst sites have been redeveloped, and buildings changed, overall the form of the buildings and area in general remains representative of the Pioneer Development (1860 to 1889) development period.</u></p>
<u>32</u> <u>29</u>	<u>Wilson Street and Pinfold Street</u>	<p><u>The Wilson Street and Pinfold Avenue HHA located around the full extent of both Wilson Street, Pinfold Avenue and Watts Crescent.</u></p> <p><u>The area is consistent with a significant number of the features of the early establishment of a service town (pre-1930s) and comprehensive state housing schemes and control by the State Advances Corporation (1930s—1950s) heritage themes. It is of at least moderate heritage value.</u></p> <p><u>Development Dates</u></p> <ul style="list-style-type: none"> <u>Wilson Street – West end surveyed for subdivision in 1920 for G & E Waters and whole street surveyed for subdivision in 1923 for Lovegrove and Waters.</u> <u>Pinfold Avenue/Watts Crescent subdivision plan 1947/48, shows the stopping up of part of Clyde Street which had previously continued across the site to continue on what is now known as Cassidy Street. Also includes the subdivision of the west side of Old Farm Road.</u> <u>Pinfold Avenue and Watts Crescent – most houses developed by 1948.</u> <p><u>City Extension</u></p> <ul style="list-style-type: none"> <u>The area was within the Original Borough</u> <p><u>Summary of Values</u></p> <p><u>Wilson Street, Pinfold Avenue and Watts Crescent together illustrate the significant growth and development of the original Hamilton East northwards, on land which was always part of the original city and the significant growth of the city post WWII when the Borough was soon to reach a population of 30,000 and be awarded city status (1945).</u></p> <p><u>The area was developed within the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, and whilst Wilson Street is typical of this period, Pinfold Avenue and Watts Crescent reflect the new ideas of Town Planning, the curving street design moves away from the previously regimented grid street layouts to the post war free flowing street form.</u></p> <p><u>The area also illustrates the first Labour Government's (1935-1949) ambitious roll out of state housing, which is evident in not only the planned Pinfold Avenue and Watts Crescent area, but has also been rolled out to the previously undeveloped lots in Wilson Street which had been created through the far earlier Wilson Street subdivision.</u></p> <p><u>An important contribution to the heritage significance of Pinfold Avenue and Watt Crescent is the large number of frontages which remain open plan, with no fencing along the street boundary. Any further fences would have a negative impact on the heritage values of the area.</u></p> <p><u>The HHA is considered to have at least moderate local heritage significance as an</u></p>

area of intially speculative housing and then state housing spanning the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) and Early Post War Expansions (1950 to 1980) development periods.

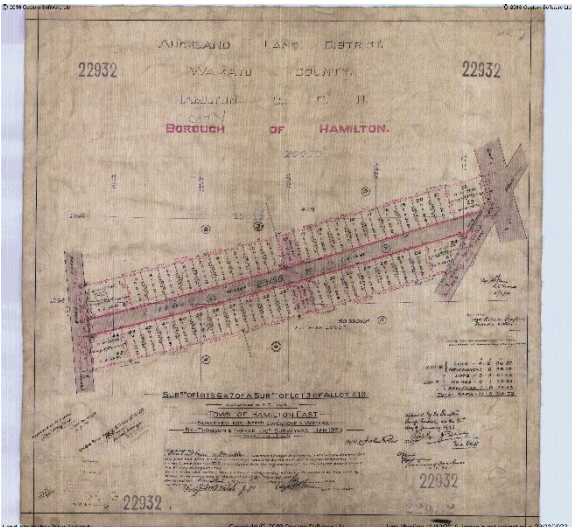


Figure 80: 1923 subdivision plan for Wilson Street
(retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

Wilson street was originally surveyed, as a whole, in 1923. This plan shows Dey Street continued northwards to link to the east end of Wilson Street, although this did not happen for many years after. By the 1938 aerial photo approximately half of the lots in Wilson Street were developed.

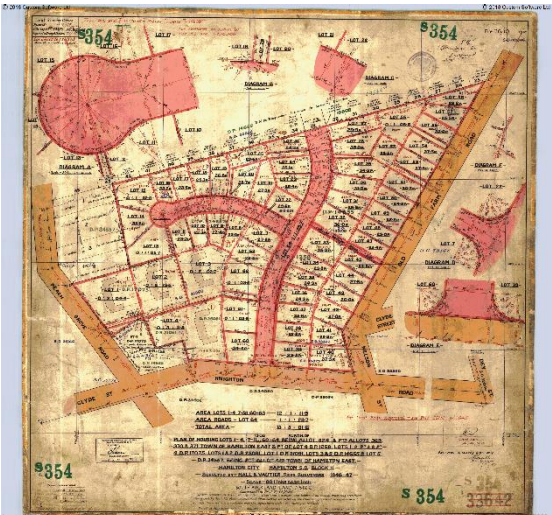


Figure 81: 1950 subdivision plan for Pinfold Avenue and Watts Crescent
(retrieved from premise.co.nz)

The subdivision of Pinfold Avenue and Watts Crescent came later. The 1946/47 survey plan showed the creation of Pinfold Avenue linking from Wilson Street to Clyde Street, Watt Crescent and the stopping of part of an undeveloped section of Clyde Street to regularise the realignment of Clyde Street to better link towards Knighton

Road (as shown on the aerial photos). This also increased the site area of the development block. This survey plan notes that all of the sites along the south side of Wilson Street were occupied by lessees. By 1948 Pinfold Avenue and Watts Crescent had been developed and a significant number of the dwellings built, along with most of the remaining lots in Wilson Street.



Figure 82: Cropped 1938 aerial photo showing the formed Wilson Street (retrieved from www.retrolens.nz)

The straight alignment of Wilson Street runs parallel to the earlier Hamilton East grid of streets to the south, and as a result reflects the expectations of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period (although the alignment of the existing Old Farm Road and Peachgrove Road did not follow the rectilinear grid alignment). In contrast to this, Pinfold Avenue and Watts Crescent introduced curving alignments and cul-de-sac into the area, reflecting the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements
(Architectural, Scientific and Technical Qualities)



Figure 83. Cropped 1948 aerial photo showing development in Pinfold Avenue/Watts Crescent as well as additional dwellings in Wilson Street (retrieved from www.retrolens.nz)

Wilson Street includes buildings in the California and English Bungalow styles, as well as State House styles. The latter are mainly contained to the southern side of the street, to the east of the intersection with Pinfold Avenue on lots which were vacant on the 1938 aerial photo. It appears likely that they were constructed concurrent with the dwellings in Pinfold Avenue and Watts Crescent, which have similar state house designs with weatherboard elevations, clay tile roofs and multipaned timber casement windows.

By 1953 the semi-detached/duplex dwellings at 11 to 21 Pinfold Avenue had been developed. These dwellings have significant heritage value as a group and as individual buildings.

Wilson Street includes substantial regularly spaced street trees. Lots are of a generally regular size/dimension, over a broadly flat landform, with a consistent layout of buildings within them. Within Pinfold Avenue street trees are in places less regular, and whilst lot width does vary in response to building typology there is consistency in the building style.

Within Wilson Street, frontages are generally enclosed by fences or planting, with a greater number of open plan frontages in Pinfold Avenue.