

Hamilton City Council

# Addendum - Hamilton City Historic Heritage Area Assessment

6<sup>th</sup> March 2023

**Richard Knott Limited**

Urban Design | Masterplanning | Built Heritage  
Town Planning | Landscape and Visual Assessment

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6<sup>th</sup> March 2023

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## Contents

1. Introduction .....	3
2. Background .....	4
3. Response to Submissions.....	5
Appendices.....	13
Appendix 1 – Periods of Development which have Historic Heritage Significance to the Development of the City .....	14
Appendix 2 - Updated and new assessments .....	22
Appendix 4 - Building Age Data.....	26
Appendix 4 – Relationship of identified HHA Assessment Criteria to WRPS 10A Historic and Cultural Heritage Assessment Criteria .....	27

## 1. Introduction and Summary

This report provides an addendum to the previous report titled 'Hamilton City Council - Hamilton City Historic Heritage Area Assessment' ('the original report') dated 21st June 2022. It responds to matters raised in submissions to HCC Plan Change 9. It should be read in conjunction with the relevant Themes and Issues Report.

It has been prepared by Richard Knott. Richard's qualifications and experience are as set out in the original report. For the preparation of this addendum report, further sites visit has been made to each street where a submission has been made, to the HHAs included in the Origin Peer Review and to each of the HHAs representing the Early post-war expansion of Hamilton.

The main recommendations are:

- To replace the previous Heritage Themes with Development Periods, based upon the peer review of Kai Gu and to better respond to the RPS.
- The deletion of the Marama Street HHA and the Oxford Street (West) HHA due to demolition which has taken place since the original site visits and extant certificates of compliance for the demolition of dwellings, which significantly impacts their integrity.
- Updated/altered boundaries for a number of HHAs, responding to demolition/redevelopment which has taken place since the original site visits and assessments, to respond to the Origin Consultants peer review and in response to submissions, including:
  - Expand the Claudelands HHA to include the south side of Stanley Street.
  - Combine the Hamilton East HHA and Graham Street HHA and expand to include 55-63 Cook Street, east side of MacFarlane Street (from Sillary Street to Brookfield Street), additional lots at the corner of MacFarlane Street with Albert Street, Brookfield Street (from MacFarlane Street to Grey Street) and Naylor Street (from MacFarlane Street to Grey Street).
  - Expand Marire Avenue, Parr Street and Taniwha Street HHA to include some additional properties on the east side of Taniwha Street, parts of Wye Street and Torrington Street.
  - Expand the Te Aroha East HHA to include the north side of Frances Street.
  - Expand the Victoria Street HHA to include part of Hood Street
  - Expand the Frankton Railway Village HHA to match the boundary of the Heritage New Zealand Pouhere Taonga 'Frankton Junction Railway Settlement Historic Area'
- That two new HHAs be added, at Claudelands Commercial Centre (Grey Street from Claudelands Road to south of Te Aroha Street) and Frankton Commercial Centre (Commerce Street from Kent Street to High Street only) in response to submissions.
- That updated descriptions be prepared for all HHAs, in response to the Peer Reviews and to address matters raised in submissions.

## 2. Background

In 2021 Richard Knott Limited were appointed to carry out a city-wide assessment identifying parts of the city which are of such heritage value locally, regionally or nationally that they should be identified as an HHA as part of PC9.

The subsequent report titled 'Hamilton City Council - Hamilton City Historic Heritage Area Assessment' ('the original report') dated 21<sup>st</sup> June 2022 developed a methodology to carry out assessments for the identification of Historic Heritage Areas in residential areas in Hamilton.

Non-residential areas were not part of the original commission, apart from Temple View (which was already recognised as a Heritage Zone and Character Area), and Victoria Street for which Richard Knott had already completed a draft study.

Site visits were made, by Richard Knott, to the significant majority of street in Hamilton which contained a majority of pre-1980 buildings (as noted in the original report only one street which contained a majority of pre 1980 buildings was not visited). The building age data utilised to identify street where site visits were undertaken is included at Appendix 3 of this Addendum report.

The assessments resulted in around 500 lines of individual assessments.

An assessment record for each street visited is included in Appendix 2 and 3 of the original report. The original report recommended 32 that Historic Heritage Areas be included within the Operative Hamilton District Plan.

Time constraints meant that there was not the opportunity for research to be carried out for individual HHAs. The original report therefore pulled upon the city wide reports prepared by other historic heritage experts, including:

- Hamilton City Special Character Study 2020 - Prepared by Lifescapes Ltd for Hamilton City Council - June 2020
- Hamilton City Review of Existing Character Areas – Lifescapes Ltd for Hamilton City Council – March 2021
- Kirikiriroa - Hamilton's European Settler History – Prepared by Alice Morris & Mark Caunter – Hamilton City Council and Hamilton City Libraries – October 2021

Subsequent to the production of the original report, and the close of submissions and further submissions, two peer reviews of the original report have been prepared:

- Peer Review Assessment: Hamilton City Council Plan Change 9 – Historic Heritage Areas by Origin Consultants Ltd
- Peer Review Report: Plan Change 9 – Proposed Historic Heritage Areas (HHAs) by the Hamilton City Council - Dr Kai Gu, Associate Professor, School of Architecture and Planning, University of Auckland

### 3. Response to Submissions

As set out in the HCC Themes and Issues report, the submissions made to PC9 relating to HHAs can be grouped into a five main themes, with additional subthemes that identify more specific issues.

Each of these is considered and responded to below:

#### **Philosophical positions around whether HHAs should be pursued to protect historic heritage**

*Proposed HHA's in PC9 are not a matter of national importance, as per section 6 (f) of the RMA, and*

#### *Consistency with related policy and legislation – Historic Heritage versus Character*

Some submissions question whether the proposed HHA's meet the requirements of section 6 RMA to the extent that they should be accorded 'historic heritage' status being of 'national importance'. These submissions question the robustness of the assessment criteria and application of the assessment criteria used to identify HHAs.

Concerns were raised regarding the proposed definition of 'Historic Heritage Area'<sup>1</sup> as it does not align with the language and terminology used under the RMA or other policy documents; as well as that it is more commensurate with 'character value' than 'historic heritage value'. Submissions questioned whether an HHA overlay is an appropriate mechanism to protect historic heritage as defined by the RMA and whether the methodology and assessment criteria are commensurate with character values and that these are not consistent with established guidance and practice for the identification and assessment of historic heritage, including the existing established Historic and Cultural Heritage assessment criteria under Section 10A of the WRPS and existing Heritage Assessment criteria under Appendix 1.3 of the operative District Plan..

Some submissions identified that there is a lack of clear distinction between areas of recognised historic heritage value and areas of special character.

#### **Response**

The developed definition and methodology for the identification of HHAs provides a very clear focus on historic heritage, not special character:

- The definition of Historic Heritage Area in PC9 firmly places emphasis on the areas being representative of their development period:

*Means an identified area with historic heritage value which are representative of their development period, and are consistent in their physical and visual qualities, including street pattern, lot layout and density, green structure, housing typologies and street frontage treatments.*

- Each of the identified heritage themes was identified as representing a form of development which has historic heritage significance to the development of the city:
  - *Early establishment of a service town*
  - *Railway workers suburbs*
  - *Comprehensive state housing schemes and control by the State Advances Corporation*
  - *The construction company era*

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<sup>1</sup> Proposed definition - Historic Heritage Area: Means an identified area with historic heritage value which are representative of their development period, and are consistent in their physical and visual qualities, including street pattern, lot layout and density, natural environment, housing typologies and street frontage treatments.

- *The dominance of the private car and changing suburban form*
- The 'consistency criteria' included in the assessment methodology identify physical and visual qualities that are representative of each identified Heritage Theme.

The requirement that a HHA is representative of a Heritage Theme which has historic heritage significance to the development of the city firmly places the HHAs within the definition of Historic Heritage set out in Part 1 of the RMA.

However, I note the peer review prepared by Kai Gu and in particular the comment at page 6 that:

*...The design and execution of the research project in general are in line with the principles of international practice. However, the heritage themes in the HHA assessment report refer to significant urban activities, major planning policy initiatives and driving forces for development, which underpin classification of the types of historic heritage areas. In the Historic and Cultural Heritage Assessment Criteria set by the Waikato Regional Policy Statement (10A, 2016, updated 2018), the emphasis is on historic heritage that is representative of a significant development period in the region or the nation. Form and process are inseparable, and social and spatial relations and the geographical setting are important in distinguishing, characterising and explaining the spatial structure of Hamilton and its historic heritage areas. The identification of development periods is therefore fundamental for heritage assessment.*

I accept Mr Gu's recommendation that there is benefit in moving away from the Heritage Themes identified in my original report, and instead adopting Development Periods which simply reflect the most significant development periods and the spatial structuring of Hamilton, and to better respond to the WRPS.

I therefore consider that the assessment methodology should be updated to reflect this advice:

<b>Proposed Heritage Development Period</b>	<b>Previous Heritage Theme</b>
<i>Pioneer Development (1860 to 1889)</i>	Early Establishment of a Service Town
<i>Late Victorian and Edwards and during and after inter-war growth (1890 to 1949)</i>	Early Establishment of a Service Town Railway Workers Suburbs. Comprehensive state housing schemes and control by the State Advances Corporation
<i>Early Post War Expansions (1950 to 1980)</i>	The construction company era, and The dominance of the private car and changing suburban form Comprehensive state housing schemes and control by the State Advances Corporation

Further detail of each Development Period is included in Appendix 1 - Periods of Development which have Historic Heritage Significance to the Development of the City .

In addition, I consider that there is merit in making a minor change to the definition of HHA:

*Means an identified area with historic heritage values which are representative of ~~their~~ a development period which has historic heritage significance to the development of the city, and are consistent in their physical and visual qualities, including street pattern, lot layout and density, green structure, housing typologies and street frontage treatments.*

These changes would require consequential alterations to the table in Section 5 – Methodology for the Assessment of Historic Heritage Areas of my original report, as set out below:

Areas	Description	Assessment Criteria
Historic Heritage Areas	An identified area with historic heritage value which are representative of a development period which has historic heritage significance to the development of the city, and are consistent in their physical and visual qualities, including street pattern, lot layout and density, green structure, housing typologies and street frontage treatments and which are considered to be of at least moderate heritage value locally, regionally or nationally.	<ul style="list-style-type: none"> <li>- That the area is <b>representative of a Development Period which has historic heritage significance to the development of the city</b> including: <ul style="list-style-type: none"> <li>○ Pioneer Development (1860 to 1889)</li> <li>○ Late Victorian and Edwards and during and after inter-war growth (1890 to 1949)</li> <li>○ Early Post War Expansions (1950 to 1980)</li> </ul> </li> <li><u>and</u></li> <li>- <b>The area displays consistency in physical and visual qualities</b> that are representative of their identified Development Period and assessed as being at least moderate value in relation to the majority of the consistency criteria: <ul style="list-style-type: none"> <li>○ A consistent <b>Street/Block Layout</b> which makes a positive contribution to the heritage significance and quality of the area</li> <li>○ Consistent <b>Street Design</b>, 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.</li> <li>○ Consistency in <b>Lot Size, Dimensions and Development Density</b>, including shape and size of lots which makes a positive contribution to the heritage significance and quality of the area.</li> <li>○ Consistent <b>Lot Layout</b>, 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.</li> <li>○ Whether the overall <b>Topography and Green Structure</b> of the area makes a positive contribution to the heritage significance and quality of the area.</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>○ Consistency of styles of <b>Architecture and Building Typologies</b>, including overall shape, form and material, and whether these factors make a positive contribution to the heritage significance and quality of the area.</li> <li>○ Consistency in <b>Street Frontage Treatments</b>, such as walls, fences and planting, and whether these make a positive contribution to the heritage significance and quality of the area.</li> </ul> <p>These criteria to be considered at street, group of streets or block level as appropriate.</p>
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The adoption of a revised assessment methodology, with the proposed three Development Periods requires some reconsideration of the previous assessments:

- I am content that it is not necessary to reassess all of the streets not previously recommended as being included in HHAs, as in general (except where considered below) these do not display consistency in physical and visual qualities that are representative of any identified Development Period.
- I have reconsidered the assessments for the previously recommended HHAs and, except as outlined below, and conclude that each of the areas is representative of one of the Development Periods which has historic heritage significance to the development of the city and shows consistency with the physical and visual qualities that are representative of their identified Development Period. Further research has been carried out, as part of the Origin Consultants peer review to confirm the representativeness and heritage significance of eight of the previously recommended HHAs and further work is continuing to do this for these areas and the remainder of the HHAs (including the recommended new HHAs – see below).

**Whether the approach has been applied well enough spatially. Are the mapped HHA spatial extents right or not?**

Many submissions questioned the validity of the assessment criteria used to identify HHA's; the accuracy and consistency of the application of criteria across each HHA; and the historic significance of some or all of the historic heritage themes used as the basis for the HHAs.

Other submissions in support of the introduction of HHAs have identified areas of the city that should be included as new HHAs or additional to existing HHAs as they are perceived to meet the heritage themes assessment criteria or have other historic heritage value not captured by the themes.

**Response:**

As described above, changes are recommended to replace the previously utilised Themes with Development Periods, which more simply reflect the most significant development periods and the spatial structuring of Hamilton and to more closely align with the WRPS.

The criteria, both as originally applied and utilised in this report, have been applied consistently across the city with Richard Knott carrying out all assessments. This approach does not bring in the potential for different interpretation by different assessors. As outlined above, the significant majority of street in Hamilton which contained a majority of pre-1980 buildings were visited (with

only one street known to be missed), and all streets were 'treated equally' with no bias in the assessment to streets of a particular development period or within a particular area.

The Origin peer review considered eight of the HHAs in detail and has not raised concerns regarding consistency, although it is noted that they recommend further research is carried out and a revised description provided for each HHA to validate their representativeness of their Development Period and to confirm their historic heritage significance. This will be updated by way of evidence to the Hearing.

Following consideration of submissions further sites visit has been made by Richard Knott to each street where a submission has been made to consider whether the spatial extents of the HHA remain correct.

In the majority of cases, it is considered that the original assessment still stands, subject to the provisos above regarding further research into representativeness.

In some instances it was considered that further assessment would be beneficial in light of comments and information contained in submissions. These new and updated assessments are attached as Appendix 2.

The following expansions are recommended based on either information contained in submissions and/or based upon updated assessments:

- Expand the **Claudeland** HHA to include the south side of Stanley Street.
- Combine the **Hamilton East HHA** and **Graham Street HHA** and expand to include 55-63 Cook Street, east side of MacFarlane Street (from Sillary Street to Brookfield Street), additional lots at the corner of MacFarlane Street with Albert Street, Brookfield Street (from MacFarlane Street to Grey Street) and Naylor Street (from MacFarlane Street to Grey Street).
- Expand **Marire Avenue, Parr Street and Taniwha Street HHA** to include some additional properties on the east side of Taniwha Street, parts of Wye Street and Torrington Street.
- Expand the **Te Aroha East HHA** to include the north side of Frances Street.
- Expand the **Victoria Street HHA** to include part of Hood Street
- Expand the **Frankton Railway Village HHA** to match the boundary of the Heritage New Zealand Pouhere Taonga 'Frankton Junction Railway Settlement Historic Area'

The following HHAs are recommended to be deleted based on information contained in submissions:

- Delete the **Marama Street HHA** due to demolition which has taken place since the original site visits and extant certificates of compliance for the demolition of other dwellings , which significantly impacts the integrity of the HHA.
- Delete the **Oxford Street (West) HHA** due to extant certificates of compliance for the demolition of dwellings, which would significantly impact the integrity of the HHA.

Minor changes will also be recommended to reduce the area of other HHAs. The further research into the representativeness of each HHA may lead to other changes being recommended at the hearing.

Updated maps will be provided by way of evidence to the Hearing.

In relation to additional HHAs proposed in Submissions:

- **Harrowfield** - this area consists of post 1980 development and so is not within scope of the study.

- **Marnane Terrace** - this area was assessed as part of the original report, where it was found not to be representative or score sufficiently high in the consistency criteria (4/7). It is not representative of the Early Post War Expansions (1950 to 1980) Development Period.
- **Queens Avenue** - this area was assessed as part of the original report, where it was found not to be representative or score sufficiently high in the consistency criteria (4/7). It would not be representative of the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) Development Period.
- **Frankton Commercial area** – This area was not previously assessed as the focus of the original report was on residential areas, as discussed above. Two assessments have been prepared of this area; of the section of Commercial Road from Lake Road to High Street, and of the shorter section of Commercial Road from Kent Street to High Street only. The latter was considered to be representative of the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) Development Period and is recommended as a new HHA, subject to more detailed research into its representativeness and confirmation that the creation of this new HHA is within scope.
- **Claudlands Commercial area** - This area was not previously assessed as the focus of the original report was on residential areas, as discussed above. An assessment was carried out of the section of Grey Street from Claudlands Road to south of Te Aroha Street. The study area was considered to be representative of the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) Development Period and is recommended as a new HHA, subject to more detailed research into its representativeness and confirmation that the creation of this new HHA is within scope.

### **Are the plan provisions that apply within an HHA too restrictive or too permissive?**

#### *Giving Effect to the NPSUD and WRPS*

Some submissions identified that the proposed PC9 HHA's do not give effect to the NPSUD and the WRPS. Changes to the District Plan must give effect to both the NPSUD and the WRPS, and whether the HHA's meet the existing established Historic and Cultural Heritage assessment criteria under WRPS Section 10A

#### **Response**

Ms Mauala will address this matter of the NPSUD in her evidence.

As noted above, it is proposed that the methodology is updated to better reflect WRPS Section 10A.

#### *Activities on Sites Adjoining HHAs*

#### **Response**

PC9 does not extend to the consideration of activities on adjoining sites. However, in considering this matter it is important to note that the RMA definition of historic heritage includes '(b) (iv) surroundings associated with the natural and physical resources'. It is therefore a matter that other updates to the District Plan must be cognisant of.

Ms Mauala will address this matter of site adjoining the HHA in her evidence.

#### *Conflict Between Zoning Controls and Historic Heritage Area Controls*

Submissions raised the potential conflicts between the relevant zoning controls and the provisions under the HHA overlays. Key concerns raised in submissions relate to the potential conflicts and integration of provisions between the different chapters.

## Response

As noted in the Themes and Issues report, potential conflicts between the relevant zoning controls and the provisions under the HHA overlays are being analysed with the prospect of some amendments to the HHA provisions to ensure the intended outcomes are achieved.

### *More Specific Provisions for Individual HHAs*

In addition to the above, concerns were raised that the provisions are not explicit enough to provide clear guidance for individual HHAs to protect and enhance their specific character. The essence of this is around the merits of having a unified city-wide rule framework that applies to all HHA's to improve the efficiency and effectiveness of the district plan.

Concerns were raised that the unified approach may cause unintended District Plan outcomes, with the recommendation that the historic heritage values for each HHA should be more explicit to ensure greater clarity on the matters of discretion to be considered for resource consent applications.

## Response

This point is noted and it is accepted that the provisions do not provide for different protection measures relative to the specific historic heritage values of each HHA. However, to provide specific provisions for each HHA would result in a significantly more complex set of provisions which would potentially make the District Plan significantly more complex to administer and use.

As described in the Themes and Issues report, where consents are required, they must be supported by a Heritage Impact Assessment (HIA). To ensure that the production of the HIA does not place too great a burden on an applicant, it is accepted that scope and complexity of the HIA should be commensurate with the application proposal.

To further assist in this matter, the updated descriptions to be provided for each HHA will clearly identify the key values of the area.

### *Theme: Inflexible Provisions for Specific Activities*

Concerns were raised that some of the provisions are too restrictive and do not provide sufficient flexibility for landowners.

## Response

Control over demolition within an HHA is essential to the maintenance of the historic heritage values of the area; even if a building does not make a positive contribution to the values of the area, its demolition and the creation of a vacant lot could have a detrimental impact on the heritage values.

It is accepted that the requirement for consent for scaffolding appears counter intuitive to encouraging the upkeep of building in the area.

This matter will be addressed as a whole in evidence and a revised set of provisions provided at that time.

## **Will the HHA provisions achieve the intended outcomes or result in unintended consequences?**

### *Protection of Amenity*

## Response

Overall these submissions provide support for the HHAs.

*Impact on Community Wellbeing*

*Impacts on property values, development potential and cost*

*Additional costs as a result of the approach to Historic Heritage Areas.*

**Response**

International research shows a clear contribution of historic heritage to community wellbeing. At this stage I do not recommend any changes as a result of these matters.



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6<sup>th</sup> March 2023

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## Appendices

Appendix 1 – Periods of Development which have Historic Heritage Significance to the Development of the City

Appendix 2 – Updated and New Assessments

Appendix 3 – Building Age Data

Appendix 4 - Relationship of Proposed HHA Assessment Criteria to WRPS 10A Historic and Cultural Heritage Assessment Criteria

## Appendix 1 – Periods of Development which have Historic Heritage Significance to the Development of the City<sup>2</sup>

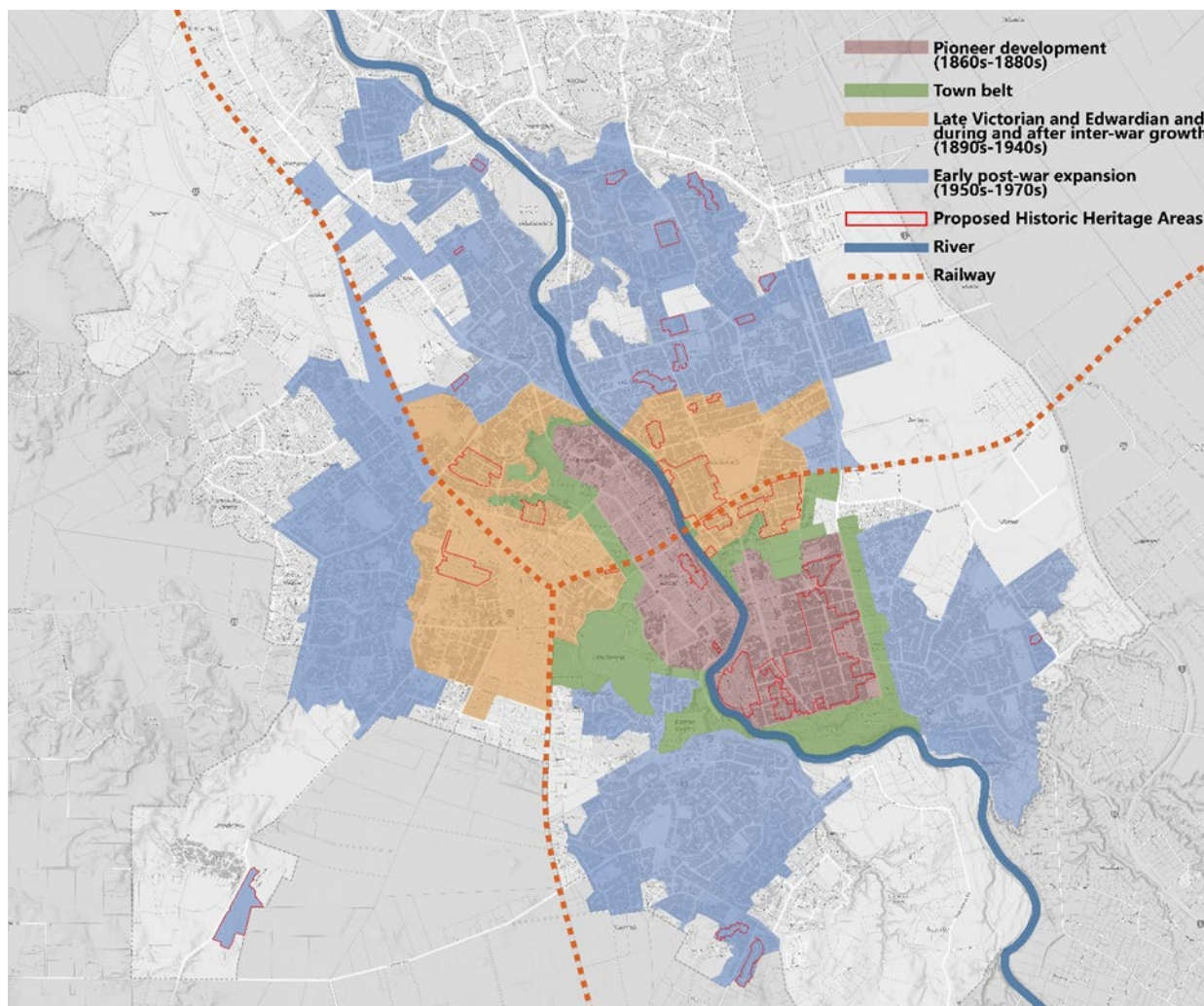


Figure 1a: Development Periods in Hamilton (image prepared and provided by Kai Gu)

### **Pioneer Development (1860 to 1889)**

During the late 1850s and early 1860s, the rise of the Kingitanga was perceived as a threat by the New Zealand Colonial Government. These tensions culminated in the invasion of the Waikato in 1863 and the passing of the New Zealand Settlement Act later that year. The Act enabled the Crown to confiscate the lands of any “Native Tribes” deemed to be in rebellion. Forceful confiscation of the Waikato was the ultimate tool used by the Crown to reduce iwi to submission, to gain control of the Waikato’s fertile lands, and to take control over the region.

<sup>2</sup> This section has been informed by the (1) Hamilton City Special Character Study 2020 - Prepared by Lifescapes Ltd for Hamilton City Council - June 2020, by (2) Kirikiriroa - Hamilton’s European Settler History – Prepared by Alice Morris & Mark Caunter – Hamilton City Council and Hamilton City Libraries – October 2021 (3) [www.renovate.org.nz](http://www.renovate.org.nz) and (4) Draft – A Thematic Review of the History of Hamilton, A technical report prepared for Hamilton City Council – Lyn Williams – November 2021

Parts of (1), (2) and (4) have been utilised verbatim. Full references for source information is provided in each of these other documents. The Updates to this section have been influenced and formed by the Peer Review by Kai Gu (XXXXdateXXX)

The first European settlers landed on the eastern bank of the Waikato on 24 August 1864 and the area was converted to an armed camp occupied by European soldiers, surveyors, and settlers.

From the beginning, Hamilton straggled both sides of the River in the vicinity of easy access and landing from the River. This influenced how Hamilton East and Hamilton West developed. While considered one settlement, in reality there were two communities connected by a tentative river crossing via a punt.

Hamilton's built environment changed in the late 1860s from one of traditional and post-colonial Māori settlement patterns to a European-style town with surveyed blocks of land separated by roads, with reserves and parks.

The settlement was surveyed in 1864 and laid out in a grid pattern, except where it was necessary to accommodate physical features within the areas. In Hamilton West the residential blocks were surveyed in 10-acre blocks, while these blocks were 12-acre blocks on the eastern side. All residential blocks were then broken into 1-acre sections. Reserves for recreation, hospital, education, and foraging were included in the surveys. Both surveys included town-belts surrounding the exterior of both Hamilton West and East to differentiate the town and county areas.

Apart from the redoubts and their associated buildings, the first use of the land was the erection by militiamen of simple cottages and development of vegetable gardens. The Commissariat had buildings at the jetty below the Hamilton West side, known as the Ferrybank.

Initial buildings post-August 1864 were mostly of raupo and timber with dirt floors and shingle roofs, and more substantial timber structures with corrugated iron roofs, brick chimneys and wooden floors.

From the late 1860s, within the urban areas there was a pattern of subdivision and further subdivision, the one-acre allotments being subdivided into two, then four or five parcels and even smaller plots. As Victoria Street and Grey Street developed as the main commercial areas, the one-acre allotments that bordered them were subdivided to give narrow frontages to the street so that more buildings could be erected to accommodate the businesses. The Anglican Church and the Hamilton Hotel were erected. In many cases buildings were erected, and leased, before the land was subdivided. On the east side, the Royal Hotel and several shops were built on Grey Street.

Following the formation of the Hamilton Highway District Board (Hamilton West) and the Kirikiriroa Highway District Board (Hamilton East) In the late 1860s roads began to be formed. Nevertheless, the main transport connection with other settlements and Auckland continued to be the River. By 1868 Hamilton's population was under 300 residents, the township consisting of the two redoubts, barracks, two churches, two hotels, a few stores, a blacksmith, bootmakers, and many deserted homes.

The Road Boards sought solutions to replace the punt with a bridge. Neither Roads Board could raise the necessary funds for a bridge and Central Government would not provide a bridge. However, a Borough could raise a loan and seek government subsidies. The desire to link the two areas via a bridge was the motivation for the formation of the Hamilton Borough in December 1877. The bridge, opened in November 1879 was named 'Union Bridge' in recognition of uniting both parts of the Borough.

By the late 1870s built development had shifted up onto the higher river terrace on which Victoria Street was formed, and the upper part of Grantham Street: buildings included the Hamilton Hotel and St Peter's Church (as noted above), the Commercial Hotel, Vialou's carriage works and house, two banks, Trewheellar's biscuit factory and a few cottages.

A survey plan drawn in 1878 shows Victoria Street up as far as London Street was still lined with one-acre sections, with only a few houses and a manse, two hotels and two churches; there were a few

shops in Grantham Street and between Knox and Collingwood Streets. Vialou and Co's carriage works was extensive and occupied nearly a whole acre; this included his house which was set back from the road with a picket fence at front.

In 1877 the railway line reached Frankton. The introduction of the railway, and formation of roads slowly provided greater transport routes. The western side of the settlement developed as the 'administrative centre' for Hamilton due to easier access to rail, road, and river transport.

The spread north along Victoria Street was influenced by the branch railway being built from Frankton to Hamilton, and then across the river in 1884, bringing more passengers to the area north of Garden Place (see Theme 5). The building of the Borough Council chambers, two large boarding houses, Westmacott and Almadale on opposite corners of Alma Street, the Carnegie Library and the courthouse established Garden Place as being the centre of the business district by the early twentieth century. Alma Street was surveyed as a subdivision of Allotment 44 in 1894.

The introduction of rail was a catalyst for the construction of infrastructure and accompanying employment opportunities and an increase in residents. It also opened the way for land speculators and the development of larger farming operations resulting from the purchase of numerous adjoining smaller farm allotments that had been originally allocated to soldiers. The larger land holdings surrounding the Borough were purchased by speculators who developed these properties by subdividing and selling the allotments.

Two such developments were Frankton and Claudelands. Frankton was established and named by Thomas Jolly who purchased land originally granted to Major Jackson Keddell on the western boundary of Hamilton in the mid-1860s. While in the late 1860s Frank Claude purchased a 400-acre farm, originally granted to Colonel William Moule on the north-eastern boundary of Hamilton and subdivided a portion of that to form Claudelands.

### ***Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949)***

The commercial and retail centre slowly expanded north along Victoria Street from Knox Street, then up the side streets, and by the mid-twentieth century along Anglesea and Tristram Streets, sometimes after subdivision of the one-acre land parcels, but at other times with several buildings on the road frontage of one parcel.

By the end of the nineteenth century some houses and shops were two storeys. Concrete and brick construction became more common from the early twentieth century. In the business districts, multi-storey buildings replaced the smaller insubstantial buildings. By 1902, shops, two hotels, banks and a small factory, J. Volkner's Cream and Dairy Can factory, had been built on Victoria Street; some residences remained.

Frankton and Hamilton East business areas also expanded but to a lesser extent. Areas of light industrial businesses developed adjacent to the centre and along Te Rapa Road/Great South Road. As suburbs developed, shopping centres and amenity buildings were built within them. Open spaces were provided as sports fields, gardens and parks.

As the need for more housing grew, the initial one-acre plots were subdivided, and as more rural areas were brought into the urban area, larger properties of 50 acres or more were subdivided. International landscape trends such as garden suburbs were followed; cul-de-sacs enabled greater access; major earthworks also provided more land for buildings. Denser residential housing included not just smaller sections but semi-detached houses, blocks of flats, town houses and multi-storey apartment blocks. Within the central city some office and business buildings have been converted to accommodation.

Some land owners adjacent to the town boundaries pre-empted 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.

Social housing was provided first with the government's Laurenson Settlement; other state housing followed in several areas of Hamilton; some council-owned housing was established from the mid-twentieth century. Hamilton has followed the national trend for the establishment of retirement residential homes, whether a single building or a contained village.

Hamilton had a major period of growth after WWI. As a major river port, located on the main north-south road through the Waikato and well-served by rail, the Borough became the major transport hub for the Waikato region,.

The growth of agriculture in the Waipa and Waikato Counties' areas surrounding Hamilton Borough, encouraged growth and Hamilton began to provide the necessary goods and services to support these farming ventures. This link to the development of farming, in particular dairy in the Waikato, established Hamilton's function as the 'regional base'. Since 1902, government agencies and industries began to establish in Hamilton that served both the residents and wider region. There was also strong residential growth outside of the Borough boundaries in Frankton, Claudelands and the surrounding hinterland.



Figure 2: Hamilton 1924 <https://heritage.hamiltonlibraries.co.nz/objects/23733/plan-of-hamilton-borough#&gid=1&pid=1>

The Railways Department was a major employer in the area, and from 1920 to 1929 the Frankton Junction railway house factory made prefabricated railway houses which were erected throughout New Zealand (for both the Railways Department and private owners). Alongside the factory a

railway workers settlement was constructed based on garden city ideals. Whilst the factory closed in 1929, railway houses continued to be manufactured in Otahuhu, Auckland. Other prefabricated houses were also constructed in this period, including those by Ellis and Burnand (whose factory was also in the Waikato).



Figure 3: Hamilton 1927 <https://heritage.hamiltonlibraries.co.nz/objects/23732/hamilton-borough>

In New Zealand workers' housing has been largely developed by the Government. The Workers Dwelling Act 1905 provided the basis for the development of the first state housing schemes. Architects were invited to submit plans in the attempt that no two houses were to look the same and to move away from row-housing types. The first homes were built and rented on the outskirts of the four main cities to provide good quality but affordable homes for working families.

After WW1 and again after WWII Central Government actively developed housing schemes. As a result, the development of Hamilton has been strongly influenced by different state housing schemes.

In 1935 the Labour government launched a nation-wide state housing programme under the leadership of Michael Joseph Savage. Directly responding to the deprivations and job losses of the Great Depression, the thousands of state houses built in the next five years aimed to provide stable homes and social cohesion.

Suburb designs such as Hayes Paddock combined conformity with variance, with no two homes exactly alike but the collection as a whole presenting a consistent appearance to the street. Green structure created by well-connected parks or "paddocks" were an integral part of developments, with up to 10% of a suburb required to be given to Council. This approach to suburban design and residential architecture continued to shape Hamilton's development in the 1940s and 50s.

State-led suburban development ceased almost entirely in the early 1940s due to wartime shortages. However, Hamilton's position as Waikato's main centre was cemented when an airport, established at Rukuhia in the 1930s, developed after WWII. By 1945 the population had grown to almost 22,000, and Hamilton was granted city status. A town planning society was formed followed by the appointment of the city's first town planning officer in 1948.

Zoning for land use was established in the late 1940s and Hamilton's boundaries were extended again. This added 2,000 sections to the city, plus an additional 1,500 in the former city limit area and suburbs such as Beerescourt, Melville, Enderley and Hillcrest began to be developed upon former farmland. The city continued to be the main service and retail centre for farming communities but this period also saw significant growth in industry, along with agricultural research out of the Ruakura Research Centre at the city's eastern edge.

### ***Early Post War Expansions (1950 to 1980)***

By 1951 Hamilton had reached 30,000 and the State was its biggest developer, with new suburbs laid out in Melville and Fairfield. Private development during this time was also heavily shaped by Government policy was implemented through the Land Sales Court and the Group Building Scheme.

The State Advances Corporation (SAC), which tied lending to compliance with government-determined suburban design norms, had a virtual monopoly on lending to the low/moderate income group. House size and form were regulated and developers were required to put in footpaths with kerb and channels before property construction commenced. As such, areas built privately during this period are often indistinguishable from state housing and have a similarly recognisable urban form.

The 1950s saw the beginning of "pan-handled" sections – a subdivision pattern that did not require every property to have a road frontage, thus enabling rear developments. Escalating building costs led the National government to lower the standard of state housing, resulting in more design uniformity, less amenities and poorer quality materials such as fibrolite.

Young families were the dominant demographic in Hamilton through the 1960s, with the 1966 census showing it as particularly youthful even in the context of an overall youthful country. The city was increasingly shaped by migration and urbanisation, with large numbers of Maori, Polynesian and Fijian Indians making a home in Hamilton. This cultural diversity along with the arrival of more tertiary-educated residents enabled the city to move beyond its "provincial town" status.

The city experienced one of its largest boundary extensions in 1962, which incorporated areas such as Glenview, Dinsdale, Nawton, Bryant, Queenwood, Chedworth and Silverdale and demanded a large housing construction response. Two things happened:

- Large mass-housing construction companies such as Neill Group and Keith Hay Homes, who had been able to get started under the Government's Group Building Scheme of the 1950s, now had the capacity to produce low-cost housing in large volumes.
- Building societies were established, offering an alternative private lending stream to that of the SAC.

Bridges continued to be critical as the city grew on both sides of the river. In 1963 the Cobham Drive bridge was opened, and the following year the Claudelands bridge was converted to a traffic and pedestrian bridge following the undergrounding of the railway line across Victoria Street. Appreciation of the river itself also grew, and concerns that the city had been built with its back to this key asset stimulated the inception of riverbank walkways and the Hamilton Gardens.

The first district plan was prepared in 1960. Some provision for housing diversity was made via a residential zoning "B" that enabled flats and hostels (concentrated around the CBD and in older parts of Hamilton East), but the city's residential areas were otherwise set out for detached family

homes. This regulatory framework was to remain unchanged until 1975, and was fundamental in determining the city's residential character.

From the early 1960s, flats were being built at a great rate. In 1963 less than 20% of new dwellings in the city were flats (small units in blocks of four or more); by 1970 it had increased to 40% of the new builds. In addition, the types of dwellings were expanding; in addition to houses and flats were 'intermediate-sized' dwellings called units which were two single detached units on a single site.

The land brought in through the 8th boundary extension in 1962 was zoned for suburban shopping centres, and residential development, the majority being 'family sized' dwellings.

The Waikato University was established in 1964, the hospital employed medically skilled workers, government department branches opened, scientists joined agricultural research institutions, the university and teachers' college attracted international academics, and teachers were recruited by new schools. By 1966, the population had grown to 63,000.

Regulations for residential development allowed developers to build cheaply and very profitably, and the construction sector proceeded with enthusiasm. Lot sizes were a minimum of 694 sqm, with most being 694 – 925 sqm. The minimum street frontage was 16.75 m (55 feet) so lots were set out as narrow rectangles. Boundary setback requirements established uniformity of dwelling placement. This planning approach was considered by some to be a poor response to the district scheme's declared intention "to make the best use of the available land," and issues of traffic congestion and urban sprawl began to be identified.

Nonetheless, the resultant urban form was appreciated by many residents. Construction companies eschewed earlier compartmentalised house layouts and instead appropriated ideas from architecturally-designed houses of the previous decade, moving to open plan interiors and more variation in form. The Garden Suburb model, promoting space, sun and vegetation, was often used as a design approach and selling point. Developments extended into sloped areas, capitalising on views and creating a new vernacular of semi-recessed basement in the process.<sup>24</sup>

Mature vegetation was also increasingly valued during this period, as evidenced by the protests that erupted in 1968 over a proposal to fell trees in Ferrybank and Memorial Park.

By 1970, the era of the state house estate was over and private development continued apace in its attempts to meet middle class suburban expectations.

Building companies sold house and land package which promoted their own architecture and materials. Houses that combined brick and timber became common, alongside variations in form, particularly the L-shaped floor plan. The qualities of these "ideal suburbs" are evident not only in their architecture but in the streetscape also, with powerlines undergrounded, footpaths laid in concrete rather than asphalt, and street trees planted.

Farms being subdivided at different times created a tangle of cul de sacs where streets could not be connected through, undermining the establishment of efficient road networks. Collector roads were often laid out to follow natural gullies or ridgelines, creating erratic ribbon developments that utilised the higher land (with views) and left the lower and less accessible land in between.

The 1970s also amplified social variation to the urban form. Different housing needs were acknowledged and multi-unit developments proceeded at pace, along with municipal housing and 2-bedroom flats inserted on rear lots. Lower middle class housing was constructed on flat land, while properties on hills – being both more difficult to physically build upon and more desirable due to elevation – were more expensive, with street names that mirrored their status such as Summit Terrace, Maple Avenue and Grandview Road.

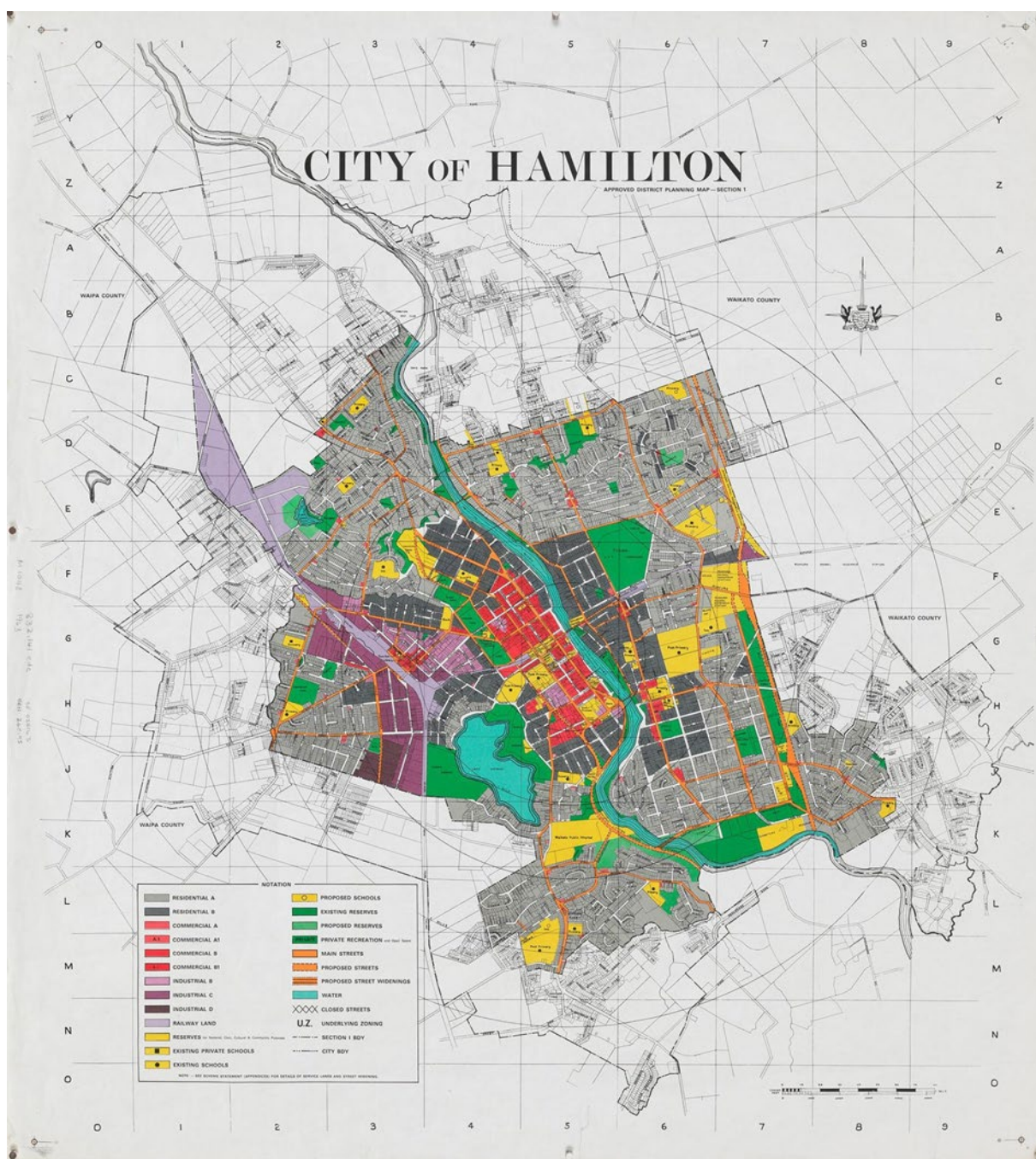





Figure 4: First District Plan

## Appendix 2 - Updated and new assessments

STREET NAME	Representativeness	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:								Conclusion Consistency Criteria	Comment	Recommendation
		Street/Block Layout	Street Design	Lot Size, Dimensions and Density	Lot Layout	Topography and Green Structure	Architecture and Building Typology	Frontage Treatments	Comments			
	That the area is representative of a period of development which has historic heritage significance in the development of the city	A consistent Street/Block Layout which makes a positive contribution to the character 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 character 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 character 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 character and quality of the area.	Whether the overall Topography and Green Structure of the area makes a positive contribution to the character 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 character 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 character and quality of the area.				
Potential New HHAs - Assessments of Commercial Areas Not Previously Assessed												
Claudelands Commercial Centre												
Claudelands Commercial Centre (Grey Street from Claudelands Road to south of Te Aroha Street)									Whilst the street and block pattern remains consistent, and part of a wider connected road network, and lot shapes and sizes remain reasonably consistent, the layout of lots on the east side of the street has varied, with redevelopments. The centre is located at the top of rising land alongside a significant transport route. A number of older villa and purpose built shop buildings remain, reflecting the early eastablishment of the centre and its evolution to meet changing needs. Whilst the majority of buildings on the west side of the street reflect the original setback of buildings (with originsl dwellings set back from the frontage and shops on the site frontage), the redeveloped site on the east includes forecourt parking which is at odds with the values of the area.	5.5/7	This are was not previously assessed as the original study was confined to residential areas, apart from also including Temple View(which was already recognised as a Heritaze Zone and Character Area, and Victoria Street for which a draft study had already been completed.	Recommend HHA- is both Representative and scores sufficiently high in Consistency Criteria
<div><div><div>Claudelands Commercial Centre</div><div>1943</div><div></div></div><div><div>1975</div><div></div></div><div><div>2021</div><div></div></div></div>												
Frankton Commercial Centre												
Frankton Commercial Centre - as a whole (Commerce Street from Lake Road to High Street)									The closing of the conenction over the railway has impacted the connection of the site to the wider road network. The street design is consistent, with large street trees, planting and common paving. A large section of the street between Lake Road and Kent Street has been redeveloped, or is in the process of redevelopment. Whilst this redevelopment (and planned redevelopment) seeks to reflect some elements of the original rhythm of building frontages, the overall lot size, dimensions, density and layout do not reflect the historic values of the area. The three storey redevelopment is out of keeping with the scale of the original single storey and two storey buildings. Buildings are all generally built to site frontages (this remains the case with the redeveloped buildings and the illustrations for the site bring redeveloped).	3.5/7	This are was not previously assessed as the original study was confined to residential areas, apart from also including Temple View(which was already recognised as a Heritage Zone and Character Area, and Victoria Street for which a draft study had already been completed. The Frankton Commercial Centre, taken as a whole, does not score sufficiently high to be recognised as a HHA due to the impact of the ongoing redevelopment on its overall heritage values, consistency and representativeness.	Not recommended as HHA as not Representative and does not score sufficiently high in Consistency Criteria
Frankton Commercial Centre - part only (Commerce Street from Kent Street to High Street only)									The closing of the conenction over the railway has impacted the connection of the site to the wider road network. The street design is consistent, with large street trees, planting and common paving. The sites retain their original size, dimensions and density, and buildings are built to the site frontage. The buildings include a range of mainly purpose built shop and commercial units, including the Frankton Hotel, which represent the staged intensification of the street.	6/7	The section of the Commerce Street between Kent Street and High Street remains relatively unaltered, illustrates consistency and is still representative of the historic establishment and evolution of the local centre. It warrants recognision as an HHA.	Recommend HHA- is both Representative and scores sufficiently high in Consistency Criteria

Frankton Commercial Centre

1943



1966



2021

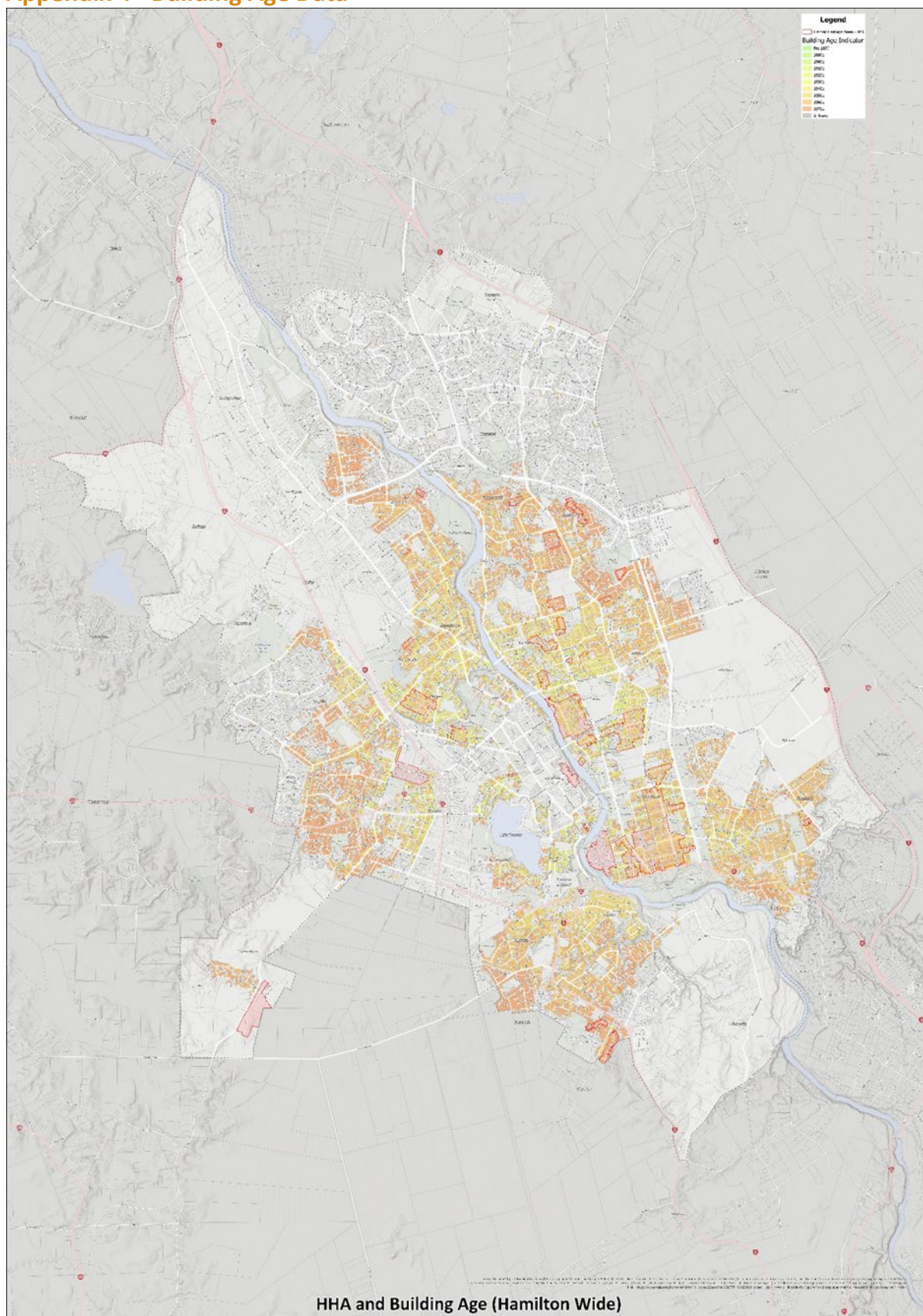


Potential Extensions to HHAs - Finer Grain Assessments of Areas Previously Assessed or Commercial Areas not Previously Assessed

Claudelands HHA											
Stanley Street - North Side								Part of the Claudelands connected street block structure. Narrow carriageways with large street trees. Lot size relatively consistent. Grid layout arranged following topography alongside the river. The high proportion of newer developments (including two storey flats) disrupt the continuity of the older buildings. Frontages vary from open plan to dominant fences; dominance of trees reduces apparent importance of front boundaries to overall character of the area.	4.5/7	Originally assessed as a whole. There was some downgrading of the score due to the number of newer buildings, including flat developments, within the area, leading to a low score for Architecture and Building Typology.	Not recommended as HHA as not Representative and does not score sufficiently high in Consistency Criteria
Stanley Street - South Side								Part of the Claudelands connected street block structure. Narrow carriageways with large street trees. Lot size relatively consistent. Grid layout arranged following topography alongside the river. The lesser frequency of newer developments (including two storey flats) is less disruptive to the continuity of the older buildings than on the north side of the street. Frontages vary from open plan to dominant fences; dominance of trees reduces apparent importance of front boundaries to overall character of the area. As a result the area is considered representative.	5/7	As above.	Recommend HHA- is both Representative and scores sufficiently high in Consistency Criteria
Hamilton East HHA and Graham Street HHA											
Cook Street - 55 - 63, 'Soldiers Cottages' (Nixon to Firth Street)								Street/block layout forming part of the wider Hamilton East street pattern. Regularly spaced street trees (some small). Lot size and layout and architecture all very consistent. Some variation in fence heights. Variation in street frontage.	6.5/7	This group of dwellings, commonly known as the Soldiers Cottages even though they were not built for soldiers, were assessed as part of Cook Street - Firth Street to Nixon Street. Due to the level of redevelopment which has taken place within the whole stretch of street, there is significant variation of lot width, lot layout, architecture and frontages. It had a consistency criteria of 3.5/7. The section of street as a whole was not considered representative or sufficiently consistent to be recommended as part of the Hamilton East HHA.	Recommend HHA- is both Representative and scores sufficiently high in Consistency Criteria
MacFarlane Street Sillary to Brookfield - East Side of Street								Part of a connected block structure to the west of Grey Street. Small street trees in narrow berms plus large street trees in central median; despite trees the carriageway remain quite dominant. Lot frontages vary, although some consistency in building setbacks and layout of sites. Some consistency in architecture and materials on east side; hipped roofs with brick or weatherboard elevations. Some redevelopment but in keeping. Street follows topography with rising ground to east. Mainly low walls of fences. Driveway to rear lots are wide and disrupt the continuity of the frontages.	6/7	Both sides of this street were previously assessed together. It was found that as a whole this section of street was not representative or consistent (scoring 3.5/7 for consistency). A further site visit has been undertaken and as a result a separate assessment carried out for each side of the street.	Recommend HHA- is both Representative and scores sufficiently high in Consistency Criteria
MacFarlane Street Sillary to Brookfield - West Side of Street								Part of a connected block structure to the west of Grey Street. Small street trees in narrow berms plus large street trees in central median; despite trees the carriageway remain quite dominant. Lot frontages vary, as do some building setbacks and layout of sites (instance of garage direct on frontage). Variation in building design and materials, with some relatively dominant more recent development. Street follows topography with rising ground to east. Some low retaining walls, medium fences and open frontages. Driveways to rear lots are wide and disrupt the continuity of the frontages.	3.5/7	Comment as above.	Not recommended as HHA as not Representative and does not score sufficiently high in Consistency Criteria
Corner MacFarlane Street with Albert Street and Naylor Street								Forms part of the wider Hamilton East street pattern, s large areas of trees and planting within the berm/reserve at the west. Regular lot size/dimension and layout towards area of trees within the wide berm (rear lots vary). Street imposed on rising ground, with houses above street level behind area of reserve/berm. Reasonable consistency in architecture. Some variation in street frontage treatments, medium height fences and open frontages.	5.5/7	This area was originally assessed with remainder of Albert Street, but excluded from boundary of Hamilton East HHA. Having reassessed this specific section it scores slightly higher than the remainder of Albert Street and should have been included in the original HHA boundary.	Recommend HHA- is both Representative and scores sufficiently high in Consistency Criteria

Brookfield Street - MacFarlane Street to Grey Street									Forms part of the wider Hamilton East street pattern, substantial regularly spaced street trees at the east end, and smaller trees in remainder of the street. Lot width is not consistent., although all lots appear generally spacious and variation not immediately apparent from the street. Street imposed on rising ground; house at far west end located well above street level. Reasonable consistency in architecture, although some more recent buildings do detract from the overall impression. Some variation in street frontage treatments, including a number of high fences.	5/7	Previously assessed as Brookfield - west of Grey Street. Having reassessed the street, in light of the significant number of subsequent assessments completed, the scores for Lot Size, Dimensions and Density and Frontage Treatments have been increased. As such the score has increased to 5/7, meaning that those sections of this block not already within an HHA should be included (recognising parts are already within the Hamilton East HHA, Graham	<b>Recommend HHA-</b> is both Representative and scores sufficiently high in Consistency Criteria
Naylor Street - MacFarlane Street to Grey Street									Street/block layout forming part of the wider Hamilton East street pattern, dominant carriageway. Some parts have not front berm and only irregular street trees. Variation in lot width. Grid layout is imposed over rising landform. Some inconsistency in architecture with some of the newer buildings detracting from the overall consistency of the street. Some variation in street frontage treatments, with some dominant fences.	5/7	Previously assessed as Naylor Street (West of Grey Street). This was included in the list of streets to be included in the Hamilton East HHA, but was inadvertently scored as not being fully representative and was subsequently missed from the Hamilton East HHA map. This recording and drafting error is recognised and the this section of Naylor Street now included in the Hamilton East HHA.	<b>Recommend HHA-</b> is both Representative and scores sufficiently high in Consistency Criteria
Marire Avenue, Parr Street and Taniwha Street HHA												
Taniwha Street (East Side Only)									One of a small grid of street connecting with Norton Road and via pedestrian routes to Mill Street. Trees within berms along most of the street. Wide carriageway. Some variation in lot depth. Lot layout varies due to landform/topography, but setbacks appear reasonably consistent when viewed from the street. Reasonable continuity with architecture and materials, although some newer buildings which do not reflect the historic values of the area. Frontages include some low retaining walls, other walls and medium height fences.	5/7	The submission by Laura Kellaway provides a clear history of the Taniwha Street and the wider area. The revised assessment takes account of this additional information.	<b>Recommend HHA-</b> is both Representative and scores sufficiently high in Consistency Criteria
Wye Street and Torrington Street (north section only)									This scoring excludes the flat development at 21 Wye Street. Part of a small grid of street connecting with Norton Road and via pedestrian routes to Mill Street. Trees within berms, although gap at east end of Wye Street. Lot depth and frontage vary. Lot layout reasonably consistent, although some garages in front yards. Continuity with architecture and materials. There is a group of Ellis and Burnand buildings on the north side in centre of street. Frontages include some dominant fences, particularly on south side of Wye Street and in Torrington Street.	5/7	As above.	<b>Recommend HHA-</b> is both Representative and scores sufficiently high in Consistency Criteria
Te Aroha East HHA												
Frances Street - North Side									Forms clear block of streets north and south of Te Aroha. Good street trees with wide berms. Lots regularly sized and general consistency with lot layout at west and centre, but varies from this in the east. Inconsistent architecture, despite there being some buildings which would merit consideration in their own right. Range of front boundary treatments, including dominant tall fences.	5/7	Previously assessed as a whole, both north and south side of the street. The north side of the street shows greater consistency than the south side and therefore remains representative.	<b>Recommend HHA-</b> is both Representative and scores sufficiently high in Consistency Criteria
Frances Street - South Side									Forms clear block of streets north and south of Te Aroha. Good street trees with wide berms. Lots regularly sized and general consistency with lot layout at west and centre, but varies from this in the east. Inconsistent architecture, despite there being some buildings which would merit consideration in their own right. Range of front boundary treatments, including dominant tall fences.	3/7	The south side of the street is less consistent and as a result is no longer representative of the form its original period of development.	Not recommended as HHA as not Representative and does not score sufficiently high in Consistency Criteria
Victoria Street HHA												
Hood Street									Part of the wider central city grid road network. Wide footpaths, regular tree planting and other lower level planting, with high quality materials used for footpaths. Lot sizes vary, in width and depth. Buildings mainly front the street, with some setback from the frontage. Located on flat land, well above the river. Mainly single storey and two storey buildings of mainly commercial design, although at west end there is a large multilevel car park building and tall office building at the corner with Anglesea Street.	5/7	Hood Street was specifically excluded from the study area for the Victoria Street HHA, as whilst it shows buildings generally creating a continuous frontage to the street, its overall visual character is distinctly different to the section of Victoria Street within the study area, with buildings away from the Victoria Street/Hood Street intersection being mainly single storey compared to the two storey or greater typical of Victoria Street.	<b>Recommend HHA-</b> is both Representative and scores sufficiently high in Consistency Criteria
Knox Street									Part of the wider central city grid road network. Whilst there are some street trees, the street is dominated by parked cars during the daytime. Lot sizes, shapes and layout all vary, with a number of buildings set back from the street frontage behind car parking whilst others are located closer to the street. Architecture varies, and on the whole is not representative of the establishment of the area as a commercial area. Frontage treatments vary, including planting, low walls, railings and open fences.	2/7	Knox Street was not included in the study area for the Victoria Street HHA, and was not within the scope of the	Not recommended as HHA as not Representative and does not score sufficiently high in Consistency Criteria

## Appendix 4 - Building Age Data



## Appendix 4 – Relationship of identified HHA Assessment Criteria to WRPS 10A Historic and Cultural Heritage Assessment Criteria

Extract from WRPS 2016 (updated 2018)

### HERITAGE

## 10A Historic and cultural heritage assessment criteria

Table 10-1: Historic and cultural heritage assessment criteria

When assessing historic and cultural heritage, regard shall be given to the Heritage New Zealand register of historic places, historic areas and wāhi tapu areas and the following:

Archaeological qualities	
Information	The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.
Research	The potential of the place or area to provide evidence to address archaeological research questions.
Recognition or Protection	The place or area is registered by Heritage New Zealand 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.
Architectural Qualities	
Style or type	The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).
Design	The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.
Construction	The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.
Designer or Builder	The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.
Cultural Qualities	
Sentiment	The place or area is important as a focus of spiritual, political, national or other cultural sentiment.
Identity	The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.
Amenity or Education	The place or area 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 or area and its potential to increase understanding of past lifestyles or events.
Historic Qualities	
Associative Value	The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Waikato or the nation.
Historical Pattern	The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities.
Scientific Qualities	
Information	The potential for the place or area to contribute information about an historic figure, event, phase or activity.
Potential – Scientific Research	The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness.
Technological Qualities	
Technical Achievement	The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements.

## Relationship of Proposed HHA Assessment Criteria to WRPS 10A Historic and Cultural Heritage Assessment Criteria (UPDATED)

<i><b>HHA Definition</b></i>	<i><b>HHA Assessment Criteria</b></i>	<i><b>Relationship to WRPS 10A Historic and cultural heritage assessment criteria</b></i>
Means an identified area with historic heritage values which are representative of a development period which has historic heritage significance to the development of the city, and are consistent in their physical and visual qualities, including street pattern, lot layout and density, green structure, housing typologies and street frontage treatments.	<ul style="list-style-type: none"> <li>- That the area is <b>representative of a Development Period which has historic heritage significance to the development of the city</b> including: <ul style="list-style-type: none"> <li>• Pioneer Development (1860 to 1889)</li> <li>• Late Victorian and Edwards and during and after inter-war growth (1890 to 1949)</li> <li>• Early Post War Expansions (1950 to 1980)</li> </ul> </li> </ul>	<p><b>Archaeological qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <p><b>Architectural Qualities</b></p> <ul style="list-style-type: none"> <li>• Style or Type</li> <li>• Design</li> <li>• Construction</li> <li>• Designer or Builder</li> </ul> <p><b>Cultural Qualities</b></p> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> <li>• Amenity or Education</li> </ul> <p><b>Historic Qualities</b></p> <ul style="list-style-type: none"> <li>• Associative Value</li> <li>• Historical Pattern</li> </ul> <p><b>Scientific Qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul> <p><b>Technical Qualities</b></p> <ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>
	<ul style="list-style-type: none"> <li>- <b>The area displays consistency in physical and visual qualities</b> 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:</li> </ul>	
	<ul style="list-style-type: none"> <li>• A consistent <b>Street/Block Layout</b> which makes a positive contribution to the heritage significance and quality of the area</li> </ul>	<p><b>Archaeological qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <p><b>Cultural Qualities</b></p> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> <li>• Amenity or Education</li> </ul> <p><b>Historic Qualities</b></p> <ul style="list-style-type: none"> <li>• Associative Value</li> </ul>

	<ul style="list-style-type: none"> <li>• Historical Pattern</li> </ul>
	<b>Scientific Qualities</b> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul>
	<b>Technical Qualities</b> <ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>
<ul style="list-style-type: none"> <li>• Consistent <b>Street Design</b>, 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.</li> </ul>	<b>Archaeological qualities</b> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <b>Cultural Qualities</b> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> <li>• Amenity or Education</li> </ul> <b>Historic Qualities</b> <ul style="list-style-type: none"> <li>• Associative Value</li> <li>• Historical Pattern</li> </ul> <b>Scientific Qualities</b> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul> <b>Technical Qualities</b> <ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>
<ul style="list-style-type: none"> <li>• Consistency in <b>Lot Size, Dimensions and Development Density</b>, including shape and size of lots which makes a positive contribution to the heritage significance and quality of the area.</li> </ul>	<b>Archaeological qualities</b> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <b>Cultural Qualities</b> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> <li>• Amenity or Education</li> </ul> <b>Historic Qualities</b> <ul style="list-style-type: none"> <li>• Associative Value</li> <li>• Historical Pattern</li> </ul> <b>Scientific Qualities</b> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul> <b>Technical Qualities</b> <ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>
<ul style="list-style-type: none"> <li>• Consistent <b>Lot Layout</b>, including position of buildings on lots, dominance of car parking, and landscape and tree planting within the lot</li> </ul>	<b>Archaeological qualities</b> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <b>Cultural Qualities</b> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> </ul>

<p>which makes a positive contribution to the heritage significance and quality of the area.</p>	<ul style="list-style-type: none"> <li>• Amenity or Education</li> </ul> <p><b>Historic Qualities</b></p> <ul style="list-style-type: none"> <li>• Associative Value</li> <li>• Historical Pattern</li> </ul> <p><b>Scientific Qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul> <p><b>Technical Qualities</b></p> <ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>
<ul style="list-style-type: none"> <li>• Whether the overall <b>Topography and Green</b> Structure of the area makes a positive contribution to the heritage significance and quality of the area.</li> </ul>	<p><b>Archaeological qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <p><b>Cultural Qualities</b></p> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> <li>• Amenity or Education</li> </ul> <p><b>Historic Qualities</b></p> <ul style="list-style-type: none"> <li>• Associative Value</li> <li>• Historical Pattern</li> </ul> <p><b>Scientific Qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul> <p><b>Technical Qualities</b></p> <ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>
<ul style="list-style-type: none"> <li>• Consistency of styles of <b>Architecture and Building Typologies</b>, including overall shape, form and material, and whether these factors make a positive contribution to the heritage significance and quality of the area.</li> </ul>	<p><b>Archaeological qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <p><b>Architectural Qualities</b></p> <ul style="list-style-type: none"> <li>• Style or Type</li> <li>• Design</li> <li>• Construction</li> <li>• Designer or Builder</li> </ul> <p><b>Cultural Qualities</b></p> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> <li>• Amenity or Education</li> </ul> <p><b>Historic Qualities</b></p> <ul style="list-style-type: none"> <li>• Associative Value</li> <li>• Historical Pattern</li> </ul> <p><b>Scientific Qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul> <p><b>Technical Qualities</b></p>

	<ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>
<ul style="list-style-type: none"> <li>• Consistency in <b>Street Frontage Treatments</b>, such as walls, fences and planting, and whether these make a positive contribution to the heritage significance and quality of the area.</li> </ul> <p>These criteria to be considered at street, group of streets or block level as appropriate.</p>	<p><b>Archaeological qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Research</li> <li>• Recognition or Protection</li> </ul> <p><b>Architectural Qualities</b></p> <ul style="list-style-type: none"> <li>• Style or Type</li> <li>• Design</li> <li>• Construction</li> <li>• Designer or Builder</li> </ul> <p><b>Cultural Qualities</b></p> <ul style="list-style-type: none"> <li>• Sentiment</li> <li>• Identity</li> <li>• Amenity or Education</li> </ul> <p><b>Historic Qualities</b></p> <ul style="list-style-type: none"> <li>• Associative Value</li> <li>• Historical Pattern</li> </ul> <p><b>Scientific Qualities</b></p> <ul style="list-style-type: none"> <li>• Information</li> <li>• Potential Scientific Research</li> </ul> <p><b>Technical Qualities</b></p> <ul style="list-style-type: none"> <li>• Technical Achievement</li> </ul>

