

# HAMILTON CITY COUNCIL PC 9: HISTORIC HERITAGE AREAS

Peer Review Assessment  
March 2023





6 March 2023

## **Peer Review Assessment: Hamilton City Council Plan Change 9 – Historic Heritage Areas**

This assessment has been prepared for Hamilton City Council, in relation to the proposed Plan Change 9 (PC9) to include Historic Heritage Areas (HHAs) in the District Plan.

As per the brief from Hamilton City Council, this assessment comprises a detailed review of the Hamilton City Council: Hamilton City Historic Heritage Area Assessment dated 21 June 2022, prepared by Richard Knott Limited, comprising a review of the methodology applied with reference to international best practice and an independent assessment of a sample of eight of the proposed Historic Heritage Areas, selected by the Hamilton City Council.

### **Disclaimer**

This assessment has been prepared in relation to the particular brief outlined above. The advice and/or information contained in this assessment may not be used or relied on in any other context for any other purpose. No responsibility is accepted for the use of any advice or information contained in it in any other context or for any other purpose.

The professional advice and opinions contained in this report are those of Origin Consultants, and do not represent the opinions and policies of any third party. The professional advice and opinions contained in this report do not constitute legal advice.

### **Authorship**

This report has been prepared by Origin Consultants Ltd, a multi-disciplinary heritage consultancy specialising in heritage architecture, building surveying, heritage planning, and archaeology. The company has been involved in historic building conservation in the southern half of the South Island for nearly 20 years.

Robin has a Postgraduate Diploma in Building (heritage) Conservation from the College of Estate Management/University of Reading (UK). He is a RICS Certified Historic Building Professional and the Director of Origin Consultants Ltd, which has offices in Arrowtown and Dunedin. His other qualifications include being a full member of the Institute of Historic Building Conservation (UK) and ICOMOS New Zealand. He has over 20 years' experience of heritage consultancy and, prior to emigrating to New Zealand in 2010, he worked for two well-established heritage practices in England. During his time with one of these, TFT Cultural Heritage, he was involved in (heritage) conservation area reviews in East London and Staffordshire. In the last 12 years or so, he has prepared heritage area assessments for the Queenstown Lakes District Council and heritage

guidelines for Invercargill City Council. He has also worked on many conservation plans for historic buildings and sites, including sites owned by Heritage New Zealand Pouhere Taonga.

Lucy King has a Bachelor of Laws and a Bachelor of Arts majoring in Art History & Theory with First Class Honours from the University of Otago and has recently completed a Post Graduate Diploma in Planning, with Distinction. Lucy is a student member of the Resource Management Law Association of New Zealand and is also an emerging professional member of ICOMOS New Zealand. In her time at Origin, Lucy has completed heritage assessments and surveys, which have incorporated a review of the heritage values and significance of landscapes around Queenstown and near Macraes.

## Report Methodology

### Background/Supporting Information

Information in this assessment has been based on the following information supplied by the Hamilton City Council (**HCC**):

- Hamilton City Council: Hamilton City Historic Heritage Area Assessment, 21 June 2022, prepared by Richard Knott Limited (the RKL Report),
- Lifescapes, "Hamilton City Special Character Study 2020," October 2020,
- Alice Morris & Mark Caunter, Kirikiriroa – Hamilton's European Settler History, October 2021,
- Lyn Williams, A Thematic Overview of the History of Hamilton – DRAFT, November 2021,
- Hamilton City Council, Hamilton Boundary Extensions 1878-2011, Plan No. D-568810, and
- Hamilton City Council, HHA and Building Age – HHA Areas.

A sample of eight Historic Heritage Areas (**HHA**) was selected by HCC. Origin had no part in determining the size or the content of the sample in order to eliminate any bias from the peer review.

### Site Visit

A site visit to each of the eight HHAs was undertaken on the 7<sup>th</sup> and 8<sup>th</sup> of February, accompanied by Richard Knott. A few areas beyond the sample of eight HHAs were visited to provide context.

### Research

Independent research was undertaken by Origin Consultants to confirm international best practice approaches to defining HHAs (and their international equivalents).

Additional research was also undertaken into the eight HHAs, which utilised the following primary sources:

- Historic survey plans accessed via Premise,
- Historic titles accessed via LINZ,
- Historic newspapers via PapersPast,
- Online photographic archives (including DigitalNZ and the Hamilton City Library), and
- Historic and modern aerials via Retrolens and LINZ.

Research was focussed on the post-European occupation and development of the sites. No new research was undertaken into the development of Hamilton City, and secondary sources supplied by HCC were relied on to consider each HHA in the wider context of the city.

## Limitations

Research was limited to online resources, and no physical archives could be accessed during the preparation of this assessment. Historic newspapers are available online via PapersPast, however, these records tend to cease in the 1950s. Reasonable time and budget constraints also meant that the scope of the history was limited.

Current aerials and property data were accessed via LINZ and may not accurately represent the current nature of the properties in the HHAs.

## International Best Practice & Guidance

The importance of urban development and townscape in heritage planning has been considered since the 1950s, and the protection and designation of urban areas, deemed to have historic and architectural value, has been recognised internationally since the 1980s.<sup>1</sup> International recognition was signalled by the International Council on Monuments and Sites (ICOMOS) when it adopted the Charter for the Conservation of Historic Towns and Urban Areas (Washington Charter) in 1987.<sup>2</sup> This Charter established principles and guidelines for the protection and conservation of historic towns and urban areas, recognising that urban communities have importance as an expression of the development of society over time. The Charter recognises that various qualities of urban character can contribute to this expression – urban patterns defined by lots and streets, relationships between buildings and green/open spaces, the various function of the urban area over time, to the appearance of buildings defined by scale, size, construction, materials, and colour.<sup>3</sup>

Twentieth century development is often the most undervalued and vulnerable period of development. More recent developments, such as those dating from the second half of the 20<sup>th</sup> century, have increasingly been at risk of demolition and major alteration, with little or no regard to their potential heritage significance as they were not widely-viewed as being ‘historic’ and as having heritage value. However, a lack of ‘time-depth’ for buildings and areas does not necessarily mean that they are not historic and of no significance in heritage terms. All past development can represent a link to the past.<sup>4</sup> Already, in the UK, there are examples of interesting 20<sup>th</sup> century developments that have been lost through ignorance of their heritage value. In 2011, English Heritage issued a guidance document, which was specifically aimed at the identification and appreciation of modern houses and housing for heritage listing purposes. The current version of this document was reissued in December 2017 by Historic England.<sup>5</sup> The guide specifically includes post-war modern houses, public and private housing pre-1939, wartime housing, and post-war housing. It extends to the first residential tower blocks built in the early 1950s and estate housing of the 1960s.

More recently, guidance to identify and conserve historic towns and urban areas has been produced by various international bodies. Historic conservation areas have been described by various terms, ranging from historic areas, heritage areas, heritage precincts, to conservation areas, or a combination of these terms. The common theme, however, is the recognition of a certain area as having particular historic value that is deemed worthy of protection.

Only guidance from the United Kingdom has been examined for the purposes of this report, as it is considered to be the most applicable in a New Zealand context. New Zealand was settled by migrants from the United Kingdom, and the post-European development of cities and towns has been heavily influenced by the practices of English surveyors, architects, and builders. Guidelines produced by English bodies are considered to be the most relevant for current purposes.

The Historic Buildings and Monuments Commission for England (known as Historic England, formerly English Heritage) is a non-departmental public body of the British Government, tasked with protecting the historic environment of England. Historic England produces guidance and advice on a wide range of heritage

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<sup>1</sup> Institute of Historic Building Conservation, GN2017/4.

<sup>2</sup> Institute of Historic Building Conservation, GN2017/4; Accessed at: [https://www.icomos.org/images/DOCUMENTS/Charters/towns\\_e.pdf](https://www.icomos.org/images/DOCUMENTS/Charters/towns_e.pdf).

<sup>3</sup> See Article 2.

<sup>4</sup> Historic England, *Conservation Areas Project: Potential Conservation Areas Scoping Report*, December 2017. Accessed at: <https://historicengland.org.uk/content/docs/planning/c20-society-conservation-areas-project-report-pdf/>.

<sup>5</sup> Historic England, *Domestic 4: Modern Houses and Housing – Listing Selection Guide*, December 2017. Accessed at: <https://historicengland.org.uk/images-books/publications/dlsg-modern-housing/heag105-domestic4-modern-houses-and-housing-lsg/>.



conservation issues. Historic England advocates for a staged approach to the appraisal, designation, and management of historic and conservation areas. The following stages have been summarised from guidance written by Historic England:<sup>6</sup>

- 1. Identification** – to understand the significance of an area with research into the development of the area and principal stages of development, how the area is laid out, its social and economic character, and architectural and landscape character.
- 2. Appraisal** – to define and articulate the special interest of the area and what contributes to its significance. Key elements of the appraisal are likely to include:
  - a. Identification of the remaining visible effects/impact of the area's historic development on its form, townscape, character and architectural style, and historic associations
  - b. Architectural style, built form (including roof shapes, features, prevalent building materials), and integrity or group value of the buildings within the area
  - c. Local distinctiveness and uniqueness
  - d. Experience of the place by residents and visitors
  - e. Topography, planting, use of open spaces, green areas, parks, gardens, and trees
  - f. Protected or listed heritage assets and the intrinsic importance and contribution to the townscape of the area
  - g. Lot layout, parcel size, density and regularity of street patterns, disposition of buildings on each lot, street width, building scale and density

The appraisal should also seek to understand the condition, integrity, and vulnerability of the historic area and identify parts that retain a high degree of physical integrity, areas that have been altered or fragmented, and which surviving buildings reflect the historic character of the area.

- 3. Evaluation** – to define and evaluate the significance of the area by considering:
  - a. Rarity - whether it exemplifies a pattern or type seldom encountered elsewhere
  - b. Representativeness – whether the area is representative of important historical or architectural trends
  - c. Aesthetic appeal – whether the area has aesthetic appeal derived from the visual quality of its architecture, design, layout, harmony in materials and forms, or through its setting
  - d. Integrity – whether the area retains a sense of completeness and coherence
  - e. Associations – whether the area is associated with important historic events or people

A consideration of whether the area merits designation due to its special interest should underpin all stages, so that the concept of conservation is not devalued through designation of areas that lack special interest.

## Domestic Approaches & Context

In a New Zealand context, the Resource Management Act 1991 deems the protection of 'historic heritage' from inappropriate subdivision, use, and development as a matter of national importance.<sup>7</sup> 'Historic heritage' is defined broadly, as "natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures," deriving from archaeological, architectural, cultural, historic, scientific,

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<sup>6</sup> Historic England, Understanding Place: Historic Area Assessments, April 2017. Accessed at: <https://historicengland.org.uk/images-books/publications/understanding-place-historic-area-assessments/heag146-understanding-place-haa/>; Historic England, 2019 Conservation Area Appraisal, Designation, and Management: Historic England Advice Note 1 (Second Edition), Swindon. Accessed at: <https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>.

<sup>7</sup> See section 6.

or technological values. 'Historic heritage' can include historic sites, structures, places, and areas, and their surroundings.<sup>8</sup>

Currently the focus of historic heritage identification and protection in New Zealand is on individual heritage buildings and items, with some heritage precincts and areas also recognised. Generally, these heritage areas are limited to pre-1900 or early 1900s development. The most substantial number of historic heritage areas are contained in the Auckland Unitary Plan.

New Zealand has an opportunity to act now, to protect significant 20<sup>th</sup> century development from demolition or unsympathetic adaptation. Within Hamilton, there have been areas of change near the Hamilton East HHA, including medium density housing at Firth Street and Cook Street. The site visits undertaken also demonstrated a level of change within some of the proposed HHAs, where dwellings that contributed to the historical and architectural significance of the area have been demolished and replaced by new housing.

## **Review of RKL HHA Assessment Report**

### **Methodology**

The RKL Report has undertaken a brief review of the relevant regulatory framework applicable to the identification of historic heritage, including the RMA 1991, the Waikato Regional Policy Statement, and the Operative Hamilton District Plan.

In identifying HHAs, the RKL Report has adopted an approach that broadly aligns with international best practice. The RKL Report firstly uses existing research commissioned by HCC to identify important stages of development in Hamilton City that have historic significance, and how these might be characterised throughout the city. Five themes were identified that represent different periods of development, and each theme has been linked to physical attributes that are characterised by this period of development. An appraisal has then been carried out to identify areas that are considered to be consistent with the representative heritage themes by scoring each area against assessment criteria.

The RKL Report outlines extensive assessment of the residential areas of Hamilton, involving a site visit to each street in Hamilton that contained a majority of pre-1980 buildings. It is understood that areas/streets that did not have a majority of pre-1980s buildings were not visited.

A scoring system has been adopted to quantify the representativeness and consistency of each HHA. The area must be representative of the heritage theme and achieve an overall score of at least 5/7 against the identified assessment criteria to be recommended as an HHA.

The assessment criteria cover a range of attributes from lot design to street frontage treatments, and each proposed HHA has been scored against whether it meets the consistency criteria. These criteria largely focus on the visible characteristics of an area, which prioritises the visible integrity of the area's remaining historic features and aesthetic appeal of the area. This has resulted in the identification of many areas that are deemed to be a representative and consistent example of a heritage theme, yet may also have some amenity and a sense of character due to the consistency visible throughout the area.

During the initial stages of preparing this report, Origin recommended that further evaluation of each proposed HHA was carried out to further identify and verify the historical and architectural value of each area in the wider context of the development of Hamilton City. For an area to be considered as 'historic heritage' under the RMA 1991, it must have some historic or architectural significance that contributes to an understanding of New Zealand's history and culture.<sup>9</sup> While the initial HCC research provides a base for

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<sup>8</sup> See section 2.

<sup>9</sup> Other attributes are included in the section 2 definition of 'historic heritage,' however, historic and architectural significance are the most relevant for the purposes of this report.

identifying important development periods, it is very broad and not specific to each of the proposed HHAs. Some areas could have the characteristics of a heritage theme, but may have been developed during a specific development period or established for different reasons.

Since the RKL Report in June 2022, a number of areas have been subject to change. The boundaries of each proposed HHA should be reviewed to ensure they are still representative of the relevant period of development.

## **Presentation of Recommended HHAs**

Each recommended HHA has been accompanied by a description of the area. These descriptions do not follow the same structure and do not identify the key features of the relevant heritage theme. The methodology mentions identifying areas that are of at least moderate heritage value locally, regionally, or nationally; however, this is not identified in each HHA description.

A template should be adopted to describe each HHA to enable the heritage themes and values of each HHA to be communicated clearly and concisely. The map of each HHA should be attached to the description. Consideration should be given to identifying non-contributory buildings (if any). Any photos should have a description identifying the location or address of the dwelling.

## **Assessment of HHA Sample**

HCC selected a sample of eight HHAs for Origin to review and determine their merits as an HHA. Independent research was undertaken into each of these eight HHAs to verify each area's heritage significance. Research was centred around the definition of 'historic heritage' in the RMA 1991 to consider the historical and architectural value of each HHA. The following questions guided the research:

1. What historical value does the area have?
  - a. When was the area developed? Why was it developed at that time?
  - b. Who was involved in the subdivision/development?
  - c. What can this tell us about the expansion and growth of Hamilton?
2. What architectural value does the area have?
  - a. What architectural style dominates the area?
  - b. Is the area a notable example of that particular style?
  - c. Why was this style prominent during the period of the area's development?
3. Whether the area has local, regional, or national significance.

Our review of these eight areas is set out below. In order to provide a robust framework for the reviews, each includes the findings of Origin's investigations into:

- The respective development date(s);
- The respective period of the city extension;
- A summary of the values of the proposed HHA;
- Research into the background and development of the site;
- Review of the streetscape elements; and
- Assessment of the RKL report and its scoring.

## 1. Acacia Crescent HHA

**Development Dates** Surveyed for subdivision in 1961 with construction on the west side of the street by 1964

**City Extension**<sup>10</sup> Located within the 8<sup>th</sup> extension of the city, April 1962

### 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, but 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.

### Background

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.<sup>11</sup> From the 1920s, the land was owned by farmers Edward and Laura Houchen.<sup>12</sup> Edward Houchen died in 1939 at the family homestead, 'Tirohanga,' on Houchen's Road in 1939.<sup>13</sup>

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.<sup>14</sup>

Acacia Crescent was surveyed in November 1961 (Figure 1).<sup>15</sup> The street was reportedly named after a stand of acacia trees in a nearby gully. All lots were approximately 1/4 acre (1,000m<sup>2</sup>) in size, surveyed in a rectangular shape. Majority of the sections had a short street frontage to the road, with some

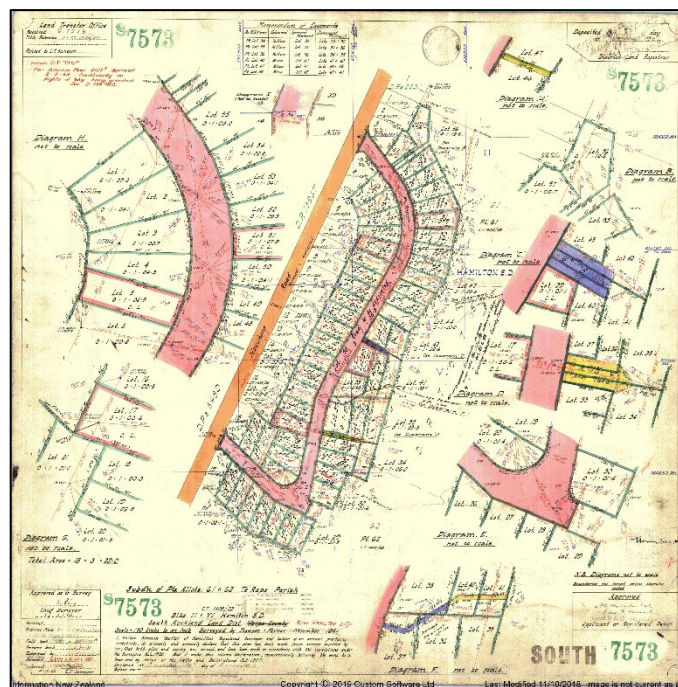


Figure 1. Survey plan for the subdivision of Acacia Crescent, November 1961 (LINZ, DPS7573).

<sup>10</sup> The city extension has been reproduced from the RKL Report.

<sup>11</sup> LINZ, DP 7975.

<sup>12</sup> *Waikato Times*, "District News," 30 November 1921, p. 6.

<sup>13</sup> *Waikato Times*, "Deaths," 12 December 1939, p. 6.

<sup>14</sup> DPS 3072

<sup>15</sup> LINZ, DPS7573.



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.<sup>16</sup> 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.<sup>17</sup>

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.<sup>18</sup> 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 8<sup>th</sup> extension planned for population growth, spatial development, and infrastructure.<sup>19</sup> 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.

### Streetscape Elements

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



Figure 2. Aerial taken in 1964, with the newly formed Acacia Crescent visible surrounded by agricultural land (Retrolens, SN1559).



Figure 3. Acacia Crescent and surrounding area in 1988 (Retrolens, SN8641).

<sup>16</sup> Retrolens, SN1559.

<sup>17</sup> Retrolens, SN3738.

<sup>18</sup> Alice Morris & Mark Caunter, Kirikiriroa – Hamilton's European Settler History, October 2021.

<sup>19</sup> Morris & Caunter.

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.

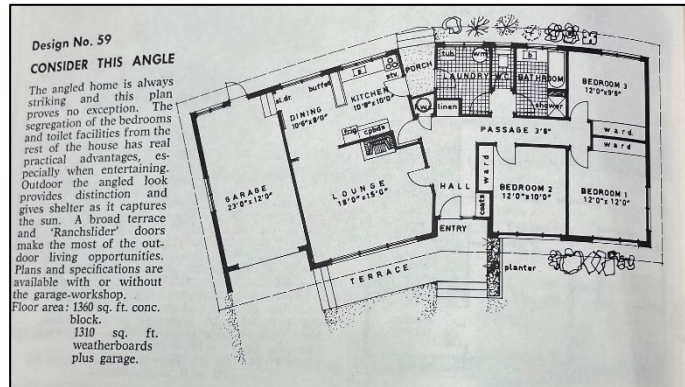


Figure 4. Excerpt from Leighton Carrad, *New Zealand Home Builder* (Auckland: Architectural Design Service, 1966).



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.

### Assessment of the RKL Report

The RKL Report provides an accurate description of Acacia Crescent, its topography, principal features, and building styles. Our on-site observation was that there is greater consistency in the west side of the crescent (the Houchens Road side) than the east where there have been a few later infill buildings.

Our review of the scoring for the proposed Acacia Crescent HHA is as follows:

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	The dwellings present on Acacia Crescent are still largely 1960s buildings, particularly along the western side of the road with some minor modification. Due to the topography of the area, the dwellings along the eastern side of the road are less visible than those on the western side of the road. The visible dwellings are largely two-storey with semi-recessed basements. All are detached dwellings, with large setbacks from the street.
<b>Street/Block Layout</b>	0.5 point	There appear to be some individual developments by private landowners by way of infill developments and additions, but this has not significantly compromised the integrity of the original development.
<b>Street Design</b>	1 point	Historic aerials show that the street had defined berms by 1974. <sup>20</sup> The trees currently planted along the berms are not visible in historic aerials.
<b>Lot Size, Dimensions and Density</b>	0.5 point	There has been little further subdivision of the area, with the current land parcels aligning with those originally surveyed in 1961. Acacia Crescent remains the southern boundary of Hamilton city, with little residential development to the south.
<b>Lot layout</b>	0.5 point	No comment
<b>Topography &amp; Green Structure</b>	0.5 point	No comment
<b>Architecture &amp; Building Typology</b>	1 point	Individual buildings that are typical of 1960s architecture and detailing – a collection of cohesive, yet mixed buildings with shallow roofs, wide eaves, timber windows with opening top lights, brick and weatherboards combined with concrete blocks.
<b>Frontage Treatments</b>	1 point	Typically, large setbacks with relatively little by way of intrusive elements and treatments.

<sup>20</sup> Retrolens, SN3738.

<b>RKL Report Recommendation/ Comments</b>	5/7 points Recommended	Agree. This proposed HHA is considered to have local heritage significance in respect of the identified City heritage themes.
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## 2. Anglesea Street HHA

**Development Date** Part of the original town boundary, but not surveyed for subdivision until 1923

**City Extension**<sup>21</sup> Original borough

### Summary of Values

Anglesea Street was surveyed as part of the original borough, and designated as a green belt/reserve. Its eventual subdivision and lease in the 1920s indicates a growing pressure on housing in Hamilton City. The street has a cohesive mix of 1920s and 1930s architectural styles, that provide a pleasant streetscape appearance.

### Background

An early survey plan of Hamilton West, drawn in late 1864, shows the town laid out as a grid, primarily with 1-acre allotments in rectangular blocks, with some areas responding to the topography and curve of the Waikato River. A commercial centre was established around Victoria Street, with smaller sections surveyed. This survey shows the Anglesea Street HHA as part of the 'permanent reserve' – the town green belt – that bordered the settlement to the west (Figure 6).

As the town grew, urban areas were subdivided further to accommodate more buildings for businesses and residential use. There was increasing pressure on development.<sup>22</sup> In 1914, Lot 21 was recognised by the Hamilton Domain Board as being one of the most valuable pieces of land held by the Board.<sup>23</sup> However, Lot 21 was not subdivided until June 1923 (Figure 7). The Anglesea Street HHA comprises Lots 8, 9, 10, 11, and 13 of this subdivision. The land to the rear of these lots remained part of the Hamilton Town Belt.



Figure 6. Survey plan showing Anglesea Street HHA as a reserve (LINZ, SO378).

<sup>21</sup> From the RKL Report.

<sup>22</sup> Lyn Williams, A Thematic Overview of the History of Hamilton – DRAFT, November 2021.

<sup>23</sup> *Waikato Argus*, "Hamilton Domain Lands," 10 June 1914, p. 3.



In November 1923, leases were advertised for sale by auction on behalf of the Hamilton Domain Board. The leases were for 21 years with a perpetual right of renewal for the same term and rent to be determined by a valuation. As part of the lease agreement, the lessee was required to construct “a good and substantial dwelling house, at a cost of not less than £500” within one year from the commencement of the lease.<sup>24</sup> This requirement may have been related to the earlier recognition that buildings on Domain land were generally in poor condition, and that, “for some reason, the Domain lands do not seem to have attracted those who have been in a position or willing to erect good and substantial houses.”<sup>25</sup>

An aerial from 1943 shows houses within the HHA boundary, which appear to be those currently on site (Figure 8). The southernmost section is unoccupied and does not appear to have been subdivided until 1951.<sup>26</sup>

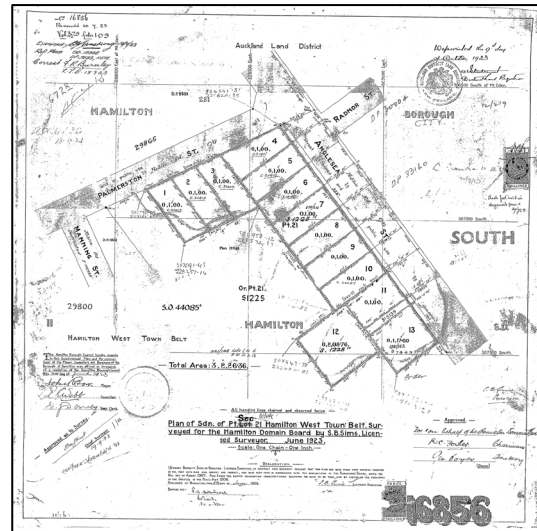


Figure 7. Subdivision of Lot 21 (Anglesea Street) dated June 1923 (LINZ, DP16856).



Figure 8. Aerial dated 1948 showing the Anglesea Street HHA (in red) and current building outlines (in blue) (Retrolens, SN530 with overlay).

<sup>24</sup> *Waikato Times*, 2 November 1923, p.8.

<sup>25</sup> *Waikato Argus*, “Hamilton Domain Lands,” 10 June 1914, p. 3.

<sup>26</sup> DPS 1225

## Streetscape Elements

The dwellings within the Anglesea Street HHA present a pleasant mix of 1920s and 1930s dwellings. Largely the dwellings are modest in size and clad in weatherboards with gabled roofs, except one larger dwelling constructed in an English cottage style.

There has been some development in the area, with one of the HHA lots subdivided with a modern house constructed to the rear. All dwellings have had some form of modern addition or renovation, and the northernmost lot has been subdivided with a new dwelling constructed to the rear.

## Assessment of the RKL Report

The site is located within the original Borough boundaries south of Palmerston Road and adjacent to the west bank of the Waikato River. Accordingly, it's heritage value is said to be derived from its association with the early establishment of a service town heritage theme.

As it currently stands, the proposed HHA comprises six buildings/sections on the west side of Anglesea Street. Our view on-site was that the southern-most building is less consistent from an architectural/building typology perspective and, hence, could be omitted from the proposed HHA. HCC HHA and Building Age mapping identifies the building age as mostly 1930s and some unknown construction dates. The southernmost building is 1950s.

Our review of the scoring for the proposed Anglesea Street HHA is as follows:

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	While Anglesea St was surveyed as part of the original establishment of Hamilton, it was not subdivided until the 1920s and developed from the 1920s/1930s. There is also variation in the style of the buildings; this is consistent with the area having developed over a long period of time. It is difficult, therefore, to align what is seen on site today with the theme of the early establishment of a service town, which has been identified as its heritage value.
<b>Street/Block Layout</b>	0.5 point	The area is defined by a grid street pattern, surveyed as part of the original establishment of Hamilton; however, the proposed HHA relates to a small section of one side of the street only.
<b>Street Design</b>	0.5 point	The proposed HHA relates to a small section of one side of the street only.
<b>Lot Size, Dimensions and Density</b>	1 point	There appears to have been no change to the lots that form the HHA since their original survey, with the wider area being subject to further subdivision in the 1950s.
<b>Lot layout</b>	1 point	No comment
<b>Topography &amp; Green Structure</b>	0 point	The topography of the site is relatively flat, but there is some 'green structure' to the site and, hence, the score could be increased to amber (0.5 point).

<b>Architecture &amp; Building Typology</b>	1 point	The architecture and building typology do not seem to align with the theme and represent a diverse mix of 1930s styles that have been subsequently modified.
<b>Frontage Treatments</b>	1 point	No comment
<b>RKL Report Recommendation/ Comments</b>	5/7 points Recommended	In our view, the HHA boundary would be improved by removing the southern-most (1950s) section/dwelling. However, this would result in the HHA comprising only five buildings on one side of the street with the houses constructed in different styles with a few modern modifications. It is our view that the proposed Anglesea Street HHA is one of the weaker candidates within the sample for HHA designation, but the eventual subdivision and lease of the area in the 1920s is representative of the growing pressure on housing in Hamilton City. This is an aspect of local significance to the city.

### 3. Casey Avenue HHA

**Development Date** First sections surveyed for subdivision by private landowners in 1919 and 1922, with sections for State housing subdivided in 1941

**City Extension** Located within the 1<sup>st</sup> extension, October 1912 (south end), and 5<sup>th</sup> 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.

#### Background

Casey Avenue was originally part of a larger area of land owned by Andrew Primrose and subdivided in January 1919.<sup>27</sup> Lot sizes ranged from 6 to 25 acres.<sup>28</sup> 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.<sup>29</sup>

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.<sup>30</sup> 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

<sup>27</sup> Morris & Caunter.

<sup>28</sup> *Waikato Times*, 16 January 1919, p. 4.

<sup>29</sup> *Waikato Times*, 6 May 1918, p. 6; Morris & Caunter.

<sup>30</sup> DP13066.



private subdivision of Gillies' land (Figure 10; in orange).<sup>31</sup> The western side of the road consisted of large sections which were later subdivided into smaller residential sections.<sup>32</sup>



Figure 9. Figure 10. Casey Avenue subdivision dates with current building outlines (in blue).

Connection to the Claudelands area improved from the early 1900s and when the North Island Main Trunk Line was completed between Auckland and Wellington in November 1908 rail traffic increased through the region, including at Claudelands station.<sup>33</sup> A footbridge was constructed over the Waikato River, adjacent to the railway bridge approximately 2km from Casey Avenue, in 1908.<sup>34</sup> A commercial centre was established nearby along Heaphy Terrace, between Marshall and Oxford Street, in the 1920s.<sup>35</sup> In August 1937, the area around Casey Avenue was recognised as a “rapidly developing and valuable position where the demand is daily increasing.”<sup>36</sup>

Reports on the progress of State housing in Hamilton included dwellings constructed on Casey Avenue by December 1940 (Figure 10; in blue).<sup>37</sup> 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.<sup>38</sup>

Treloar Street was formed in December 1941, and involved a subdivision of existing sections surveyed in August 1919 (Figure 10; 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.<sup>39</sup> These properties would

<sup>31</sup> DP16219.

<sup>32</sup> DP16219.

<sup>33</sup> Williams.

<sup>34</sup> Morris & Caunter.

<sup>35</sup> Morris & Caunter.

<sup>36</sup> *Waikato Times*, 2 November 1937, p. 2.

<sup>37</sup> *Waikato Times*, 11 December 1940, p. 6.

<sup>38</sup> McKay & Stevens.

<sup>39</sup> DPS332; DPS333.



provide land for 18 new units and would provide State housing in all of Hamilton's suburbs.<sup>40</sup> Units had been constructed by December 1941.<sup>41</sup> It is unclear whether these sections had been developed prior to their subdivision for State housing.

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 11). 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.<sup>42</sup>



Figure 11. Aerial dated 1943 showing development along Casey Avenue and Treloar Street with the HHA outline (in red) and 1<sup>st</sup> extension (in orange) (Retrolens, SN266, with overlay).

### Streetscape Elements

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.

### Assessment of RKL Report

Since the RKL Report, a bungalow at the junction of Casey Avenue and Boundary Road has been demolished and replaced with two modern units. These are on the western corner of the junction of Casey Avenue and Boundary Road. On the opposite side of Casey Avenue to this new development are two houses that have a

<sup>40</sup> *Waikato Times*, 11 May 1940, p. 6.

<sup>41</sup> *Waikato Times*, 1 December 1941, p. 4.

<sup>42</sup> Retrolens, SN530, 1948.

lesser degree of consistency with the overall scoring for the HHA. The effect of the new development is that, together with these two dwellings of low consistency, the southern end of Casey Avenue could no longer be considered as meeting the scoring threshold for inclusion in the HHA. Accordingly, the southern end of the HHA boundary should be revised to exclude these dwellings.

Other observations on site were that the HHA boundaries could also include 11 & 16 Casey Avenue and exclude new developments at 14a, 14b and 14c Casey Avenue.

Our review of the scoring for the proposed Casey Avenue HHA is as follows:

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	This representativeness score covers several development phases and heritage themes. It is currently questioned as to the applicability of the establishment of a service town theme. In our view, the representativeness would be improved if the boundaries are adjusted as suggested above reflecting more the state housing/SAC themes.
<b>Street/Block Layout</b>	1 point	No comment
<b>Street Design</b>	1 point	No comment
<b>Lot Size, Dimensions and Density</b>	1 point	Lot size and dimensions are largely unchanged from the original subdivision of Casey Avenue, with some later modification with the establishment of Treloar Street in the 1940s.
<b>Lot Layout</b>	1 point	No comment
<b>Topography &amp; Green Structure</b>	0.5 point	No comment
<b>Architecture &amp; Building Typology</b>	1 point	No comment
<b>Frontage Treatments</b>	0.5 point	No comment
<b>RKL Report Recommendation/ Comments</b>	6/7 points Recommended	Agree, but the boundaries should be redefined. The effects of the new development on the southwest corner of Casey Avenue demonstrate the fragility of the heritage aesthetic and the high vulnerability of the proposed HHA to adverse development effects.  Our assessment is that the Casey Avenue HHA has local heritage significance.

## 4. Hayes Paddock HHA

**Development Date**      Surveyed in 1939-1941, with construction starting in 1939 and completed by 1948

**City Extension**          Original borough boundaries

### Summary of Identified Values

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.

### Background

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.<sup>43</sup> 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.<sup>44</sup>



Figure 12. Hayes Paddock HHA in 1948 (Retrolens, SN530, with overlay).

<sup>43</sup> SO 201; *Waikato Times*, 14 September 1938; Morris & Caunter.

<sup>44</sup> *Waikato Times*, 4 June 1937, p. 9; Bill McKay and Andrea Stevens, *Beyond the State: New Zealand State Houses from Modest to Modern* (Penguin, Auckland: 2014).



The land at Hayes Paddock was requisitioned by the Government in 1938.<sup>45</sup> 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 (8<sup>th</sup> Viscount Galway), Viscount Bledisloe, and Sir James Fergusson.<sup>46</sup>

The State housing scheme was widely publicised.<sup>47</sup> 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.<sup>48</sup>

Construction on some housing began immediately.<sup>49</sup> Fifty-one units had been completed by December 1940, with 129 units still under construction.<sup>50</sup> Hayes Paddock was regarded as the model State housing project.<sup>51</sup>



Figure 13. Aerial photograph of Hayes Paddock housing in 1951 (National Library, WA-27956).

<sup>45</sup> *Waikato Times*, 14 September 1938; *King Country Chronicle*, 15 September 1939, p. 5.

<sup>46</sup> DPS927; DPS928; *Waikato Times*, 15 November 1939, p. 1.

<sup>47</sup> *Waikato Times*, 14 September 1938; *King Country Chronicle*, 15 September 1939, p. 5.

<sup>48</sup> McKay & Stevens.

<sup>49</sup> DPS927; DPS928; *Waikato Times*, 15 November 1939, p. 1.

<sup>50</sup> *Waikato Times*, 11 December 1940, p. 6.

<sup>51</sup> *Waikato Times*, 11 May 1940, p. 6.



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.<sup>52</sup>

### Streetscape Elements

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.

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.<sup>53</sup> The sweeping streets, riverside parks, and cohesive unity of style throughout Hayes Paddock contribute to the strong village character of the area.

### Assessment of RKL Report

The area is within the boundaries of the original Borough and the proposal is to extend the existing HHA. It is described as being strongly representative of the SAC heritage theme.

The RKL Report provides an accurate description of the area. The scoring for the Hayes Paddock HHA is split into seven sub-areas, which range in scoring value between Fergusson Street (lowest score) and Galway Avenue & Plunket Terrace (equal highest scores):

#### Fergusson Street

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	Agree. The representativeness is of a single heritage theme – comprehensive State housing – and has a strong association with it.
<b>Street/Block Layout</b>	1 point	The street layout was designed by Hammond, in a Garden Suburb design with sweeping streets that respond to the topography and location of the site.
<b>Street Design</b>	0.5 point	As above.
<b>Lot Size, Dimensions and Density</b>	1 point	No comment
<b>Lot layout</b>	1 point	No comment
<b>Topography &amp; Green Structure</b>	0.5 point	No comment

<sup>52</sup> McKay & Stevens.

<sup>53</sup> McKay & Stevens.

<b>Architecture &amp; Building Typology</b>	1 point	The dwellings in Hayes Paddock are almost entirely State housing, which have a strong, recognisable style and aesthetic.
<b>Frontage Treatments</b>	0.5 point	No comment
<b>RKL Report Recommendation/ Comments</b>	5.5/7 points Recommended	Agree – see comment on heritage value below.

#### Galway Avenue & Plunket Terrace

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	Agree – as per Fergusson Street above.
<b>Street/Block Layout</b>	1 point	No comment
<b>Street Design</b>	1 point	No comment
<b>Lot Size, Dimensions and Density</b>	1 point	No comment
<b>Lot layout</b>	1 point	No comment
<b>Topography &amp; Green Structure</b>	1 point	No comment
<b>Architecture &amp; Building Typology</b>	1point	No comment
<b>Frontage Treatments</b>	1 point	No comment

<b>RKL Report Recommendation/ Comments</b>	7/7 points Recommended	Agree – given the high scoring of the thoroughfares within the Hayes Paddock HHA, it is considered that the proposed HHA has, at least, Regional Significance as indicated by the RKL Report. 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 as being the ‘model’ State Housing project leans weight to it being of national significance.
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## 5. Jamieson Crescent HHA

**Development Date** Surveyed in 1967, with construction before 1970

**City Extension** Located in the 8<sup>th</sup> extension, April 1962

### Summary of Identified Values

The Jamieson Crescent HHA was developed as part of the ongoing expansion of Hamilton City, forming part of the 8<sup>th</sup> extension. The area has some streetscape interest due to the similar construction and symmetry of the dwellings. The HHA has 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.

### Background

The land was initially agricultural land, situated to the north of the northern extent of Hamilton City. Plans from the 1950s show the area surrounding Jamieson Crescent was earmarked for development.<sup>54</sup> However, development did not commence until the late 1960s, when Jamieson Crescent and surrounding streets were surveyed for State housing.<sup>55</sup> Croall Crescent to the south had been surveyed a year earlier, also for State housing.<sup>56</sup>

Jamieson Crescent connected Bryant Road and Heath Street. This layout provided space for long, narrow lots with a short street frontage to Jamieson Crescent, and two service lanes provided access to the units at Gudex Court. Given the positioning of these service lanes, it is unclear whether Gudex Court was intended to be developed as a road, or to remain as green space. A strip of land to the east of Jamieson Crescent was reserved for plantation. The curved streets and proposed green space are archetypal features of earlier State housing developments.



Figure 14. Aerial from 1963 showing the site of Jamieson Crescent as rural land (Retrolens, SN1397).

<sup>54</sup> SO55132.

<sup>55</sup> DPS11796.

<sup>56</sup> DPS10833.

Aerials show the road of Jamieson Crescent was formed by 1967, but no houses had been constructed within the Jamieson Crescent HHA. All lots around Croall Crescent were occupied at this time.<sup>57</sup> By 1971, all lots around Jamieson Crescent were occupied (Figure 15).

These sections remain under the ownership of Kainga Ora/Housing New Zealand.

### Streetscape Elements

The four houses that form the Jamieson Crescent HHA are largely two-unit/duplex buildings, with symmetrical layout to the street. It is unclear why the westernmost unit is different in design to the duplex buildings, but may have a similar style/design to other State housing in the wider subdivision.



Figure 15. Aerial from 1971 showing Jamieson Crescent and surrounding area (Retrolens, SN3293).

Despite being constructed during a period where higher density housing was becoming preferred by the State housing scheme, the Jamieson Crescent dwellings retain a lot of features of the earlier State housing.<sup>58</sup> There is some slight variation in cladding, but mostly weatherboards with corrugate roofs. Some timber windows appear to have been replaced with aluminium. The structures have a uniform setback from Jamieson Crescent with open boundaries giving a strong relationship with the street.

### Assessment of RKL Report

This is a small proposed HHA and it is questioned whether it should be larger and incorporate the wider subdivision – the layout and design of Gudex Court may be considered as more significant than the four houses selected in the HHA. Ideally, there should be more information on the design, but to date, research has not provided further information.

The Jamieson Crescent HHA has been identified as being representative of a number of themes. The State housing heritage theme is probably its strongest theme and carries more weight than the others (the construction company era, the dominance of the private car and changing suburban form heritage themes).

Our review of the scoring for the proposed Jamieson Crescent HHA is as follows:

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	Consideration should be given to enlarging the HHA to include Gudex Court, which was developed at the same time for State housing.
<b>Street/Block Layout</b>	0.5 point	The wider area is part of an interesting subdivision for State housing, which included a central green space at Gudex Court.
<b>Street Design</b>	0.5 point	No comment

<sup>57</sup> Retrolens, SN1975.

<sup>58</sup> McKay & Stevens.



<b>Lot Size, Dimensions and Density</b>	1 point	No comment
<b>Lot layout</b>	1 point	There is visual symmetry to the dwellings, with gables facing the streets, similar set-backs, and limited boundary treatments. Very simple sections with only one fence in the middle of the HHA and one on the west boundary.
<b>Topography &amp; Green Structure</b>	0.5 point	No comment
<b>Architecture &amp; Building Typology</b>	1 point	Interesting alternating z-zag and uniform gabled design for the semi-detached/duplex units.  Some variation in cladding, but mostly weatherboards with corrugate roofs.  Some timber windows appear to have been replaced with aluminium.
<b>Frontage Treatments</b>	1 point	Uniform setback from Jamieson Crescent with open boundaries.
<b>RKL Report Recommendation/ Comments</b>	5.5/7 points Recommended	Agree with the scoring, but we would note the very small size of the proposed HHA and whether the site history and 'story' behind these four buildings is sufficient to justify its heritage value? If justified, the proposed HHA would have no more than local significance.

## 6. Marire Avenue, Parr Street, and Taniwha Street HHA

**Development Date** Parr Street and Taniwha Street surveyed in 1922 and Marire Avenue surveyed in 1936, with the area fully developed by 1943

**City Extension** Located in the 2<sup>nd</sup> extension, 1917

### Summary of Identified Values

The subdivision and development of Parr Street and Taniwha Street provide 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.

## Background

The site was originally pastoral land, sold to T. H. Mills in 1920.<sup>59</sup> The land at Parr and Taniwha Streets was surveyed for subdivision in June 1922.<sup>60</sup> Mills subdivided the land as 'Edwards Estate.'<sup>61</sup>

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.<sup>62</sup> Norton Road formed a significant link and route into the Hamilton City centre.

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.<sup>63</sup> 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.<sup>64</sup> 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.<sup>65</sup> By December 1940, all dwellings at Norton Road, Marire Avenue, and Dudley Terrace, comprising 23 units, had been constructed.<sup>66</sup>

Marire Avenue was reportedly named after the Māori religion, Poi Mārire.<sup>67</sup>

The earliest aerial is dated 1943 and shows the sections surrounding Marire, Parr, and Taniwha Streets as fully developed (Figure 17). 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.

## Streetscape Elements

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 and Taniwha Streets, largely California and English bungalow styles. The dwellings across all three streets generally



Figure 16. Hamilton Borough map, 1927, showing Kiwi (Parr) and Taniwha Streets with adjacent undeveloped section (Auckland Libraries, Map 3597).



Figure 17. Marire Avenue, Parr Street, and Taniwha Street in 1943 (Retrolens, SN266).

<sup>59</sup> Deed 404; Deed 405; *Waikato Times*, 6 September 1921, p. 6; *Waikato Times*, 9 February 1920, p. 1

<sup>60</sup> Deed 404.

<sup>61</sup> *Waikato Times*, 5 October 1922, p. 6.

<sup>62</sup> Morris & Caunter.

<sup>63</sup> DP26311; SA528/244.

<sup>64</sup> *Te Awamutu Courier*, 7 May 1937, p. 4.

<sup>65</sup> *Waikato Times*, 20 October 1937, p. 6.

<sup>66</sup> *Waikato Times*, 11 December 1940, p. 6.

<sup>67</sup> Morris & Caunter.

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.

### Assessment of RKL Report

The buildings are noted as being a mix of 1920s/1930s (mainly) single-storey bungalow styles and State House styles.

As part of the site visit, other nearby streets such as Wye Street were walked. These clearly also contain period buildings, which are also likely to have heritage values. However, it is noted that adverse elements (frontage/boundary fencing, for example) precluded their inclusion in the proposed HHA.

In the report, the three streets have been assessed separately and range in scoring value between Parr and Fergusson Street (equal lowest score) and Marire Avenue (highest score):

### Taniwha Street (west side only)

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	The area is representative of 1920s/1930s era housing typologies and State housing.
<b>Street/Block Layout</b>	1 point	As noted above, the area has an interesting design and street layout that was first developed in the 1920s.
<b>Street Design</b>	0.5 point	No comment
<b>Lot Size, Dimensions and Density</b>	0.5 point	There appears to have been little change to lot size and dimensions since the original subdivision.
<b>Lot layout</b>	0.5 point	No comment
<b>Topography &amp; Green Structure</b>	1 point	No comment
<b>Architecture &amp; Building Typology</b>	1 point	There are a mix of 1920s and 1930s housing styles along Parr and Taniwha Streets.
<b>Frontage Treatments</b>	1 point	No comment



<b>RKL Report Recommendation/ Comments</b>	5.5/7 points Recommended	Agree with the RKL Report scoring and assessment. In our view, this area has local heritage significance.
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#### Marire Avenue

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	Agree – this area is representative of State housing.
<b>Street/Block Layout</b>	0.5 point	No comment
<b>Street Design</b>	1 point	No comment
<b>Lot Size, Dimensions and Density</b>	1 point	No comment
<b>Lot layout</b>	1 point	No comment
<b>Topography &amp; Green Structure</b>	0.5 point	No comment
<b>Architecture &amp; Building Typology</b>	1 point	No comment
<b>Frontage Treatments</b>	1 point	No comment
<b>RKL Report Recommendation/ Comments</b>	6/7 points Recommended	Agree with the RKL Report scoring and assessment. In our view, this area has local heritage significance. Having walked some of the adjacent areas, such as Wye Street, there is in our view potential for the boundaries of this proposed HHA to be extended.

## 7. Oxford Street (East) and Marshall Street HHA<sup>68</sup>

**Development Dates** Marshall Street surveyed for subdivision in November 1920; Oxford Street surveyed for subdivision in 1921

**City Extension** Located in 5<sup>th</sup> extension to the city, April 1949

### Summary of Identified Values

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.<sup>69</sup> The area has a high level of integrity from its original subdivision and layout, with few changes to the area.

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.

### Background

The Oxford Street (East) 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). All lots were approximately 750m<sup>2</sup>. 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.”<sup>70</sup> 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.<sup>71</sup>

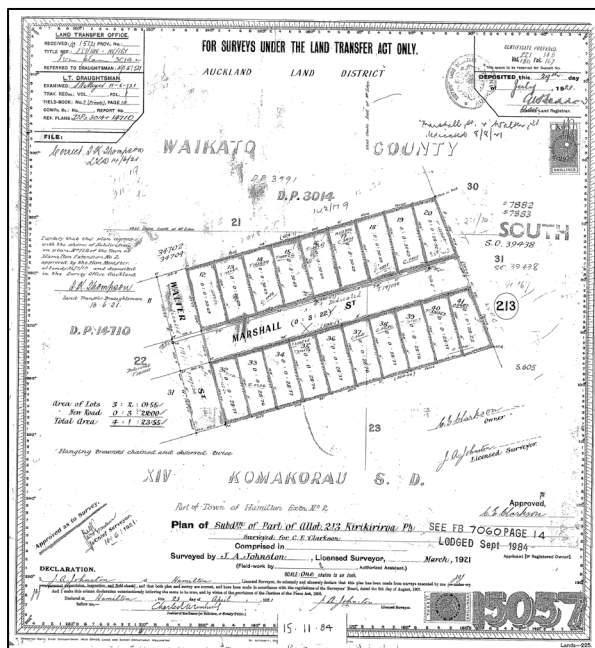


Figure 19. Survey plan showing the subdivision of Marshall Street (DP15057).

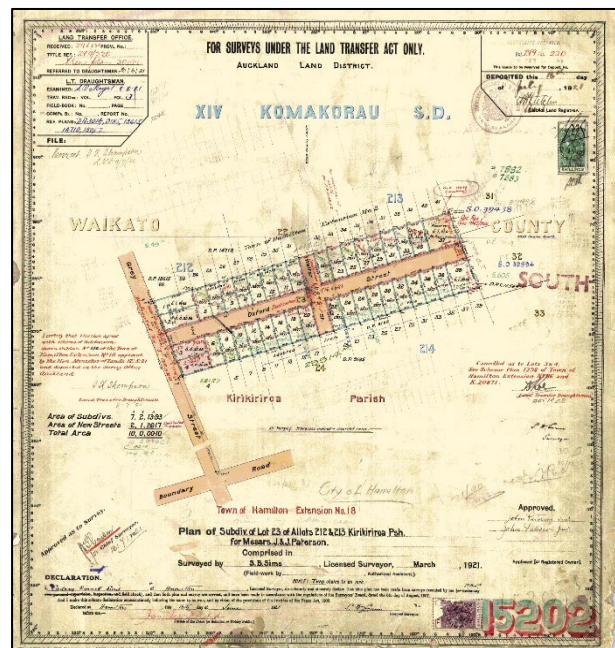


Figure 19. Survey plan showing the subdivision of Oxford Street (DP15202).

<sup>68</sup> Please note that initially we were advised this should be Oxford Street (West), but this was amended to Oxford Street (East) during the site visits.

<sup>69</sup> Morris & Caunter.

<sup>70</sup> *Waikato Times*, 17 December 1920, p. 1.

<sup>71</sup> SA188/167; *Waikato Times*, 31 May 1922, p. 1.

Oxford Street was subdivided by John Paterson (Patterson) Snr and John Paterson Jnr in 1921 (Figure 19).<sup>72</sup> The Paterson's were builders and appear to have constructed new houses on the Lots and then sold or rented

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

**FOR SALE.**—Another New 4-roomed Bungalow, just completed. Oxford Street, off Grey Street North. Price £485. Deposit £30; balance £1 per week.—Apply Paterson, Builders, 16 George Street, or 20 Piako Road. 'Phone 1575. 290

Figure 22. Advertisement for the sale of a bungalow at Oxford Street (Waikato Times, 12 May 1922).

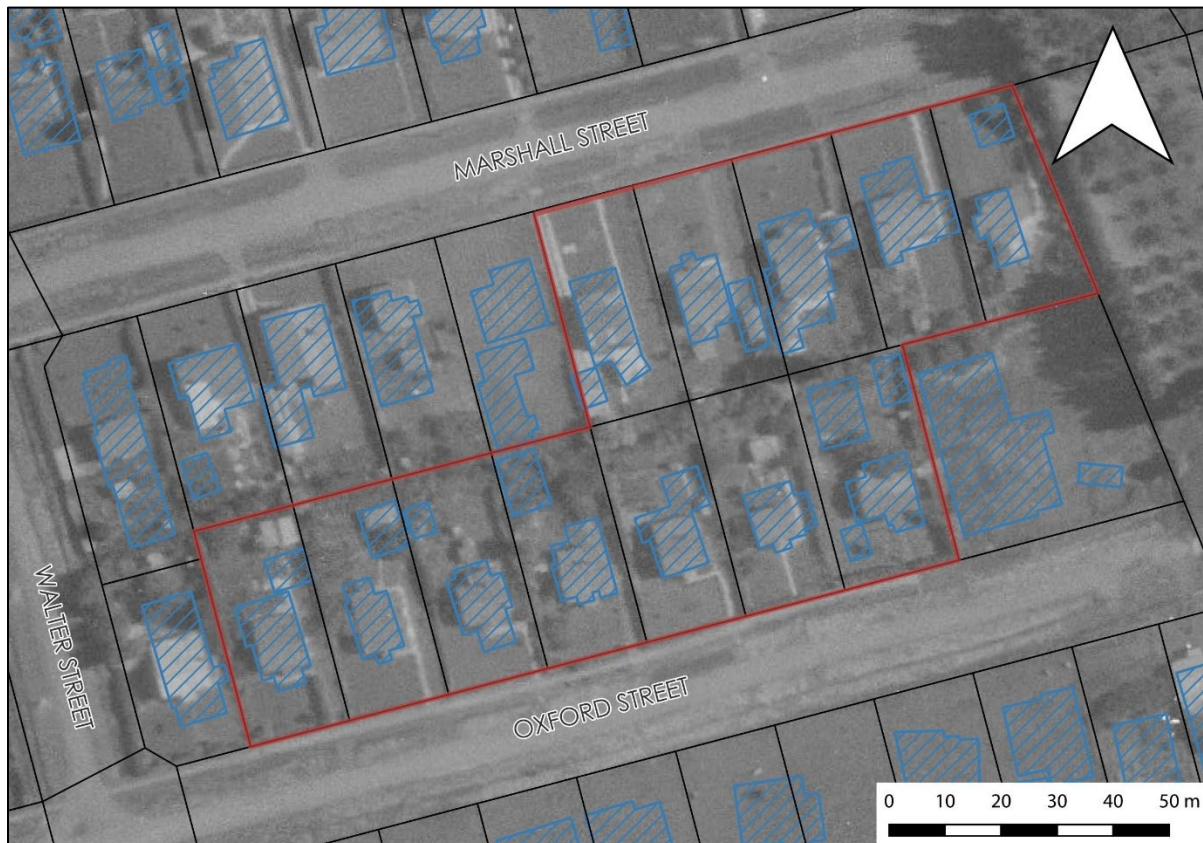


Figure 20. Aerial taken in 1948 of Marshall and Oxford Streets (Retrolens, SN530, with overlay).

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.<sup>73</sup> It is unclear exactly which sections these advertisements relate to. Historic titles show the lots were sold to private owners throughout the 1920s.<sup>74</sup> The southern side of Oxford Street remained undeveloped in the 1940s.<sup>75</sup>

Connection to the Claudelands area improved from the early 1900s and when the North Island Main Trunk Line was completed between Auckland and Wellington in November 1908 rail traffic increased through the region, including at Claudelands station.<sup>76</sup> A footbridge was constructed over the Waikato River, adjacent to

<sup>72</sup> DP 15292.

<sup>73</sup> *Waikato Times*, 25 May 1921, p. 4.

<sup>74</sup> See: SA351/126.

<sup>75</sup> Retrolens, SN530.

<sup>76</sup> Williams.



the railway bridge approximately 2km from Oxford Street, in 1908.<sup>77</sup> A commercial centre was established along Heaphy Terrace, between Marshall and Oxford Street, in the 1920s.<sup>78</sup> By at least 1943, the HHA sections have been developed with dwellings constructed on the lots (Figure 20).

### Streetscape Elements

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 a Railways house, 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.

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.<sup>79</sup>

The dwellings across both streets are similar in scale and style, providing the area with a quaint appearance.

### Assessment of RKL Report

The area is within the 5<sup>th</sup> extension to the City Borough dated April 1949, although it is noted that development would have commenced prior to this date. The seven residential lots on the north side of Oxford Street and the five residential lots linking to the north of these facing Marshall Street have been identified as being representative of the early establishment of a service town and the railway workers' suburbs heritage themes.

The RKL Report is of Oxford Street with the results then identifying 2no. HHAs; Oxford Street (East) and Oxford Street (West) and excludes the central section of the street. Overall, the assessment of the two parts is as follows:

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	It is doubted whether the theme of the early establishment of a service town is applicable to this HHA. No connection has been identified with the area and Railway housing; however, there are strong similarities to the prefabricated Railways housing and Ellis & Burnand styles. It would be very useful to have more information on the Paterson's and the initial construction of these houses.
<b>Street/Block Layout</b>	1 point	The block was surveyed alongside with existing streets in the 1920s, running parallel to adjacent blocks of development.
<b>Street Design</b>	1 point	No comment

<sup>77</sup> Morris & Caunter.

<sup>78</sup> Morris & Caunter.

<sup>79</sup> During the course of the research undertaken into the Marshall and Oxford Street HHA, no further information was located that confirmed a connection with the Railway housing or Ellis & Burnand. There were no property records available that related to the construction of these dwellings. All property records and building permits post-date 1949.

<b>Lot Size, Dimensions and Density</b>	1 point	There appear to have been no changes to the lot size and dimensions since the initial subdivision of the HHA.
<b>Lot layout</b>	1 point	No comment
<b>Topography &amp; Green Structure</b>	0.5 point	No comment
<b>Architecture &amp; Building Typology</b>	1 point	No comment
<b>Frontage Treatments</b>	0.5 point	No comment
<b>RKL Report Recommendation/ Comments</b>	6/7 points Recommended	Agree in principle and on the basis of the scoring (local significance only), but the heritage value seems to be more attributable to an example of a local developer supplying small cottage dwellings in a familiar and sought-after style akin to railway workers' dwellings/Ellis & Burnand. Accordingly, the identified themes do not align well.

## 8. Sare Crescent HHA

**Development Date**      Surveyed in 1949, construction completed by 1953

**City Extension**              Located within the 5<sup>th</sup> extension, 1949

### Summary of Identified 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.

### Background

The land of Sare Crescent was surveyed for subdivision in August 1949.<sup>80</sup> Lot sizes and shapes are more varied than other earlier State housing subdivisions, and range in size from 750m<sup>2</sup> to 1,000m<sup>2</sup> (¼ acre), positioned along a curvy street. Aerials show construction completed on both sides of street by August 1953.<sup>81</sup>

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.<sup>82</sup>

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<sup>80</sup> DPS 2491

<sup>81</sup> SN819

<sup>82</sup> Morris & Caunter.

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.<sup>83</sup>

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.<sup>84</sup> Parts of Fairfield had developed prior to its inclusion in the boundary of Hamilton City in 1949, and had extensive State housing estates.<sup>85</sup> Some dwellings are still owned by Kainga Ora/Housing New Zealand.



Figure 23. Subdivision of Sare Crescent in 1949 (LINZ, DPS2491).



Figure 24. 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).

<sup>83</sup> McKay & Stevens.

<sup>84</sup> SN3470

<sup>85</sup> Morris & Caunter.



### Streetscape Elements

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.

### Assessment of the RKL Report

There is an open green area or section to the west of a new development on the east side of the street (on the first bend in the road from Heaphy Terrace), which (if developed) could further worsen the consistency of the southern end of the Crescent.

There is an interesting feature on the west side of the street, where the grass verge/berm widens over the course of four dwellings.

Criteria	RKL Report Score	Origin Comment (if any)
<b>Representativeness</b>	Yes	No comment
<b>Street/Block Layout</b>	0.5 point	No comment
<b>Street Design</b>	1 point	No comment
<b>Lot Size, Dimensions and Density</b>	1 point	No comment
<b>Lot layout</b>	0.5 point	No comment
<b>Topography &amp; Green Structure</b>	0.5 point	No comment
<b>Architecture &amp; Building Typology</b>	0.5 point	Some variation in buildings and materials, which represent 1950s State housing styles.
<b>Frontage Treatments</b>	1 point	No comment
<b>RKL Report Recommendation/ Comments</b>	5/7 points Recommended	Generally, agree with the RKL Report scoring and, in our view, the area has local significance. There could be some discussion over exact scoring of the different criteria, but the 5/7 score is realistic. There is greater inconsistency at the northern end of the street, which could be improved by potentially

		<p>removing the green-coloured house with timber boundary fencing from the HHA boundary.</p> <p>The new two-storey development that has been constructed within the proposed HHA has detracted from the overall representativeness and indicates the vulnerability of the area to adverse change.</p>
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## Conclusion

The purpose of this peer review has been to provide a robust assessment of the sample of 8 proposed HHAs provided to Origin. Overall, on the basis of the sample examined, the methodology undertaken in the RKL Report to identify potential HHAs in the city is a best practice one, reflecting current international best practice. In each case, Origin has carried out its own background research into each HHA which has been included in this peer review to demonstrate the in-depth approach that has been undertaken.

In overall summary, our review of the heritage significance of the 8 proposed HHAs is:

Proposed HHA	Heritage Significance
<b>Acacia Crescent</b>	Local significance
<b>Anglesea Street</b>	Local significance
<b>Casey Avenue</b>	Local significance
<b>Hayes Paddock</b>	Regional (potential national) significance
<b>Jamieson Crescent</b>	Local significance
<b>Marire Avenue, Parr Street, and Taniwha Street</b>	Local significance
<b>Oxford Street (East) and Marshall Street</b>	Local significance
<b>Sare Crescent</b>	Local significance

Finally, it is clear from the site visits that the proposed HHAs are vulnerable to change and loss of heritage value by inappropriate modern development. If the opportunity is not taken now to protect their heritage values, there is the risk of the heritage values of Hamilton city being irretrievably damaged within the foreseeable future – possibly within a period as short as the next 10 years.



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