

BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 9 to the Operative Hamilton
City District Plan

**SECTION 42A REPORT UPDATE STATEMENT FOR HISTORIC HERITAGE AREAS -
VA MAUALA**

Dated 20 OCTOBER 2023

INTRODUCTION

- 1. My full name is Va Mauala. I am the Historic Heritage Area (**HHA**) topic lead and co-author of the Section 42A Report titled ‘Plan Change 9 – Historic Heritage and Natural Environment Planning Report and Recommendations Hearing Session 1: Historic Heritage; Significant Natural Areas; and Notable Trees’ (**the Section 42A Report**) dated 6 April 2023.
- 2. My qualifications and experience are as set out in Section 1 of the Section 42A Report.
- 3. I reconfirm that I have read and am familiar with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023 and I agree to comply with it.

PURPOSE AND SCOPE OF STATEMENT

- 4. The purpose of this statement is to provide an update to the Section 42A report. This update responds to matters identified within submitter statements of evidence and presentations during Hearing 1 (**the hearing**) that took place between 22 May 2023 to 2 June 2023, and the subsequent process established by Panel Directions #8, #10, #15 and #17 including expert conferencing on methodology for identification of HHAs. This includes where my recommendations from the Section 42A report are amended in response, and where my recommendations remain unchanged. I also make comments in response to supplementary expert evidence from Mr Richard Knott.
- 5. A summary of amended recommendations is included as Attachment 1. The full updated recommended Plan Change 9 (**PC9**) chapters in track change format are being provided to the Panel separately (due to different parts of PC9 with different s42A authors with recommendations affecting the same chapters).

COMMISSIONER DIRECTIONS / POST HEARING ACTIONS

- 6. The HHA topic was heard at hearing session 1 but was adjourned as directed by the Panel, pending the undertaking of further work by heritage experts to attempt to reach agreement on the methodology for identifying HHAs for protection under section 6(f) of the Resource Management Act 1991 (**RMA**). In accordance with Panel Direction #8 Mr Knott prepared a methodology for the assessment of HHAs in accordance with the Waikato Regional Council’s criteria set out in Appendix 7 (**APP7**) of the Waikato Regional Policy Statement (**WRPS**). Following expert conferencing, as required by Panel Direction #10, a largely agreed methodology was set out in the Joint Witness Statement (**JWS**) and subsequently recommended by Mr Knott in his supplementary evidence statement dated 22 September 2023, and subsequently to be included in the recommended district plan provisions.

FORMATTING OF PROVISION CHANGES

- 7. A set of Plan Change 9 (**PC9**) chapters in track change format are included in Attachment 1. These are limited to Chapter 19, Appendix 1.2, Appendix 1.3 and Appendix 8. Three sets of changes to these plan provisions are tracked demonstrating the evolution of amendments being, the notified PC9 provisions, section 42A recommendations made in June 2023, and changes recommended in this section 42A update statement being the October 2023 version.
- 8. Tracked changes will be recorded as follows in Attachment 1:

This chapter is subject to the following plan changes:

Plan Change 9 with proposed new text are underlined with green highlighting

Plan Change 9 with proposed deleted text have ~~strikethrough with red highlighting~~

Plan Change 9 section 42A recommendations (June 2023) with new text being underlined and deleted text with ~~strikethrough~~

Plan Change 9 section 42A recommendations (October 2023) with new text being underlined and deleted text with ~~strikethrough~~

METHODOLOGY FOR IDENTIFYING HHAS

9. As set out in the JWS and noted in Mr Knott’s supplementary evidence (paragraph 16), the methodology as initially prepared by Mr Knott was largely agreed to by experts during conferencing. The one point of disagreement was the threshold at which a quality should be recognised as historic heritage and afforded protection by section 6(f) of the RMA. All experts agreed that areas with “high” or “outstanding” values would meet the threshold for scheduling in Appendix 8D with the disagreement being whether areas with “moderate” value should be recognised as having historic heritage value and therefore qualify for protection under section 6(f).
10. Mr Knott subsequently applied the methodology to the individual HHAs (those identified within PC9 as notified) as reported on in his supplementary statement. Mr Knott has recommended that areas demonstrating “high”, “outstanding” or “moderate” heritage significance be scheduled as an HHA. I continue to rely upon the outcomes of the methodology for assessment of proposed HHAs as recommended by Mr Knott, with this methodology largely agreed to by experts in attendance at expert conferencing (24 August 2023).
11. On that basis, I therefore recommend the addition of the updated methodology to Appendix 8, 8-3.2 following the “Stage (2) – Detailed Assessment” section proposed in June 2023. The updated methodology lists the qualities that areas are assessed against to determine the overall heritage significance. These qualities are derived from APP7 of the WRPS and include:
- i. [“Archaeological qualities](#)
 - ii. [Architectural qualities](#)
 - iii. [Cultural qualities](#)
 - iv. [Historic qualities](#)
 - v. [Scientific qualities](#)

- vi. Technological qualities”
12. Evaluation indicators are then used to determine the significance of each quality of which I recommend the addition of as drafted in the JWS. These indicators include:
- i. “Outstanding – The area has outstanding value in respect of the criterion and has national, regional or local significance.
 - ii. High – The area has high value in respect of the criterion and has national, regional or local significance.
 - iii. Moderate – The area has moderate value in respect of the criterion and has national, regional or local significance.
 - iv. Low – The area has low value in respect of the criterion and may have national, regional or local significance.
 - v. None – The area has no value in respect of the criterion, nor does it have national, regional or local significance.
 - vi. Unknown – The area may have heritage value, but, due to knowledge limitations, the significance of the area is unknown.”
13. Following the evaluation indicators, I recommend the addition of the table template in full, as set out in the JWS. The purpose of this table is to guide the analysis of each quality and to maintain a consistent format for recording each assessment. This table would need to be completed for each proposed HHA. Attachment 1 sets out the table as proposed for inclusion in the provisions.
14. A second table is then included to summarise the results of the assessment for each quality or as labelled in the table, “heritage criteria”. I recommend the addition of this table in the provisions. Attachment 1 demonstrates the table as proposed for inclusion in the provisions.
15. An HHA that demonstrates “high”, “outstanding” or “moderate” heritage significance in at least one of the qualities or heritage criteria, must then

be scheduled as an HHA in Appendix 8D of the Plan. I recommend the addition of 8-3.2.c to explicitly state the requirement that an HHA scheduled in Appendix 8D must demonstrate one of these significance scores stating, “c. An HHA shall be recommended for scheduling in Appendix 8D to the district plan on the basis that it demonstrates outstanding, high or moderate heritage significance in at least one of the qualities/heritage criteria.”

Size of HHAs

16. In response to questioning from the Panel during hearing session 1, Dr Ann McEwan raised concern in her rebuttal evidence (paragraph 11) that a minimum size should apply to HHAs, referencing a 15-site minimum applied in another Council District Plan as an example of accepted practice. Mr Knott in his supplementary statement of evidence (paragraphs 34 to 39) has responded and has reviewed the smallest HHAs and considers that none of the HHAs are so “small that anticipated changes cannot be accommodated without impacting the ability of the area to continue to meet the threshold for inclusion”. Relying on the evidence of Mr Knott I do not make any recommendations to impose a minimum HHA size requirement within 8-3.2 or elsewhere. As alluded to in Mr Knott’s evidence, all proposed HHAs are assessed against the accepted methodology and size does not negate the historic heritage values of an area.

HHA Boundaries

17. Submitters (K O’Dwyer 341, C McBride 359, B Cooper 77) raised issue with the boundary extent of HHAs noting protection of historic heritage values from development and namely intensification on sites adjoining as a key concern. I acknowledge that the current Plan provisions do not offer any relief in this matter. However, to provide any useful remedy to this would

require imposing development restrictions on sites outside of HHAs. Such changes would involve a large number of properties, and potentially raise fairness and procedural issues as it would require notification of the owners/occupiers of those sites. Additionally, in line with the methodology for assessment of HHAs, those sites would need to meet the applicable threshold which is unlikely if they are not already included in proposed HHAs. An alternative methodology would require additional investigation that is also not within the scope of PC9. In the absence of further procedural work, I recommend no changes to the Plan provisions.

18. Submitters (341, 359,) also suggested the extent of an HHA should align with the adjacent road boundary to provide sites an additional “buffer” of separation or protection from the space afforded by a road. In similar nature to considerations made above in paragraph 17, making an HHA boundary a road would result in the inclusion of sites not already within an HHA to achieve this and that would not meet the applicable threshold. Again, such changes would potentially raise procedural issues as noted above and would require notification of those sites. Additionally, in line with the methodology for assessment of HHAs, those sites would presumably need to meet the applicable threshold for HHAs which is unlikely if they are not already included in proposed HHAs. An alternative methodology would require additional investigation that is also not within the scope of PC9. In the absence of further procedural work, I recommend no changes to the Plan provisions.

HHA AREA STATEMENTS

19. HHAs identified through the assessment methodology recommended above must be included in the HHA Schedule in Appendix 8D. Each HHA currently included in the Plan has a supporting “statement” which includes information on development dates, when the city was expanded to include

the area, a summary of the area values, and background information on the area.

Re-assessment of HHAs and assessment of proposed HHAs

20. Following the agreement, in large part, of the methodology for assessment of HHAs during conferencing, Mr Knott has undertaken a re-assessment of each HHA currently listed in Appendix 8D in response to Panel Direction #10. Mr Knott has also undertaken an assessment of Fairview Downs, the Harrowfield Drive area, and the Queens Avenue area as HHAs proposed by submitters (D Fisher & D Wheatly, S Scott 436, P Phillips, Niall Baker 199, Harrowfield Club & Dr Bang 417) heard at hearing session 1. The full assessments are contained within Appendices 1, 2, 3 and 4 to Mr Knott’s supplementary statement of evidence dated 22 September 2023.
21. Mr Knott’s re-assessment of the HHAs listed in Appendix 8D confirm that all 29 HHAs proposed by PC9 meet the threshold for inclusion as a section 6(f) of the RMA HHA. In summary, 12 areas are identified as having “Outstanding” historic heritage, 8 areas with “High” historic heritage and 9 areas with “Moderate” historic heritage¹. Mr Knott’s assessment of Fairview Downs, the Harrowfield Drive area, and the Queens Avenue area resulted in each of these 3 areas scoring “low” therefore they do not meet the threshold for inclusion as an HHA. I rely on the evidence of Mr Knott in this regard and accordingly recommend no changes to the number of HHAs currently list in Appendix 8D.

¹ Outstanding: Cattnach Street, Claudelands Commercial, Claudelands, Frankton Commerce Street, Frankton Village Railway, Hamilton East, Hayes Paddock, Myrtle Street and Te Aroha (West), Riro Street, Te Aroha Street (East), Temple View, Victoria Street.
High: Acacia Crescent, Ashbury Avenue, Chamberlain Place, Fairfield Road, Frankton East, Matai Hinai and Rata Streets, Sare Crescent, Wilson Street and Pinfold Avenue.
Moderate: Augusta, Casper and Roseburg Streets, Casey Avenue, hooker Avenue, Jennifer Place, Lamont Freemont and Egmont, Oxford Street East and Marshall Street, Seifert Street, Springfield Crescent, Sunnyhills Avenue.

Updated Area Statements

- 22. Mr Knott has updated each HHA area statement in response to comments by the panel during hearing session 1 and submitters (N Baker 199, T Jeffs 111, Kāinga Ora) that more clearly set out a list of the historic heritage values for each HHA and would provide certainty to Plan users as to what values must be considered when undertaking activities in HHAs, and when undertaking assessments to support resource consent applications.

- 23. Mr Knott has updated each HHA area statement using a consistent structure with content arranged under the following sub-headings:
 - i. Development dates,
 - ii. City extension,
 - iii. Summary of values,
 - iv. Background, and
 - v. Buildings and streetscape elements.

- 24. The “Summary of Values” consist of a summary table outlining the HHA significance assessment results and a summary of the features future development should incorporate to ensure the existing HHA heritage values are maintained in perpetuity. The “Background” section contains commentary on historic, cultural and archaeological qualities. The “Buildings and Streetscape Elements” section includes commentary on architectural, scientific and technical qualities. The “Development Dates” and “City Extension” sections are largely factual in nature.

- 25. Hamilton City Council’s (**HCC**) Planning Guidance Unit (**PGU**) have reviewed the statements and provided high-level feedback to Mr Knott on ‘workability’ and ‘usefulness’ within future resource consent processes, based on recent HHA consenting processes that have occurred. This feedback has been incorporated into the statements prepared by Mr Knott.

26. I have recommended the addition of 8-3.2.d that requires any future area statements to follow the same structure of content as those proposed in Schedule 8D to ensure ongoing consistency, as follows:

“d. The statement for an HHA must be structured to include the following information:

- i. Development Dates
- ii. City Extension
- iii. Summary of Values
- iv. Background
- v. Buildings and Streetscape Elements”

27. The content of each area statement is intended to inform historic heritage assessments made in support of activities undertaken in each HHA, either within a Heritage Impact Assessment (**HIA**) or resource consent application. The area statements are provided within the Plan (Appendix 8) to minimise the extent of information that assessments must rely on and to highlight a consistent set of key values a Council officer can use to consider resource consent applications against. For ease of reading, I have recommended the wholesale deletion of the HHA statements in Appendix 8D (as proposed by PC9 as notified), with the intended replacement in whole of the updated HHA statements being introduced in evidence by Mr Knott.

OBJECTIVES AND POLICIES

28. The panel during hearing session 1 noted that Policy 19.2.2.c, which applies to all historic heritage (not just HHAs), outlines that “**Outstanding** examples of ... historic heritage ... shall be scheduled” [emphasis added], with the proposition that this contradicts the proposed “moderate” threshold for HHAs to be scheduled. Having considered this matter, no changes are recommended to this policy as it may unintentionally impact

the consideration of other heritage such as built heritage, archaeological and cultural sites for which “Outstanding” may be relevant and important.

29. Policy 19.2.4.f currently reads as:

“Ensuring that any car parking, servicing, lighting and sign requirements do not adversely affect the heritage values of the area or the relationship of a building with the streetscape.”

30. No corresponding rule in the Plan applying specifically to HHAs exists to implement Policy 19.2.4.f (there are city-wide provisions in Chapter 25 City-Wide). Without a means of implementation of the policy I therefore recommend the deletion of the policy in whole. In deleting this policy the numbering has been updated in the recommendations, so the following policy becomes Policy 19.2.4.f.

ACTIVITIES IN HHAS

Maintenance and Repair

31. Several submitters (Waikato Bridge Club 275, Kāinga Ora 428, L Kyle & A Yasutake-Watson 315, C McBride 359, M & S Lovell 377, Riverbanks Ltd 48, J Dorrell & D Edwin Whyte 411, S Walsh 447, Dr W Gumbley 76, T McIntyre 227, C Irving 276, M Lyon 375) at hearing session 1 raised concerns in general with the introduction of onerous rules for activities undertaken in HHAs. This included the introduction of “alterations and additions to an existing building within an HHA” as a Restricted Discretionary Activity which in most cases would have previously been a Permitted Activity. Submitters referenced loss of time and cost as key concerns with this new consenting requirement.
32. I acknowledge the point being made and consider the most appropriate method of providing some relief on this matter is to introduce the ability

to undertake “[maintenance and repair of buildings and structures within an HHA](#)” as a Permitted Activity. Appendix 1.1 Definition and Terms contains an existing definition for “maintenance and repair of buildings and structures” specifically in relation to Chapter 19: Historic Heritage introduced in the notified provisions. This definition² lists a series a maintenance and repair activities that are not considered to compromise the historic heritage values of an HHA if they were undertaken without resource consent.

33. I have therefore recommended the addition of 19.3.2.c to include “maintenance and repair of buildings and structures” (would not apply to buildings listed in Schedule 8A) as a Permitted Activity subject to complying with a new standard 19.4.4. Standard 19.4.4 requires compliance of the works as falling within the definition as written in Appendix 1.1. Where compliance with standard 19.4.4 is not achieved, resource consent is required for a Restricted Discretionary Activity under 19.3.2.d. This rule structure aligns with the scope of activities that fall within the defined term “maintenance and repair” activities for built heritage in that the Permitted Activity standard refers to the definition, so there is consistency in this approach with other sections of the Plan.
34. To ensure consistency with the “alterations and additions” activity, I have recommended adding an exclusion for “maintenance and repair” in 19.3.2.a so it is clear these activities are treated differently.

² **[Maintenance and repair of buildings and structures (in relation to Chapter 19: Historic Heritage):** Means for maintenance, regular and on-going protective care of a building or structure to prevent deterioration and to retain its heritage value, including work for the purpose of weatherproofing, painting (when the building or structure has previously been painted), rendering (where the building or structure has previously been rendered) and maintaining plumbing and electrical work; and for repair, to make good decayed or damaged fabric using identical, closely similar, or like-for-like materials that maintain consistency in colour, texture, form, profile, strength and design with the materials replaced.]

35. I also recommend the addition of “[Maintenance and repairs that does not comply with 19.4.4](#)” in 19.6.x so the relevant matters of discretion and assessment criteria can be assessed in resource consents for this activity.

Fencing

36. Submitters (C McBride 359, S Robinson, Kāinga Ora 428, J Manning 353, R Bakshi 325) objected to the introduction of fencing provisions that require a Restricted Discretionary Activity resource consent for new fencing forward of the building line within specific HHAs,³ and the maximum permitted height of a new fence forward of the building line being 1.2m. To exceed the 1.2m maximum height in the PC9 provisions as notified requires a Restricted Discretionary Activity resource consent. Submitters referenced loss of time and cost as reasons they have objected to these rules in addition to ensuring the safety of children, pets and from theft.
37. In line with discussions at hearing session 1, Mr Knott maintains that the fencing provisions as recommended are broadly appropriate to ensuring the historic heritage values in HHAs are not compromised where fencing is a key feature. To assist the considerations of resource consent applications which seek to provide fencing in selected HHAs or where exceeding 1.2m in height forward of the building line, Mr Knott has included commentary of front boundary treatments within Schedule 8D area statements. This will assist applicants and Council officers in preparing resource consent applications and decision making respectively. I recommend no changes to the fencing provisions.

HERITAGE IMPACT ASSESSMENTS

Requirement for HIA

³ Acacia Crescent, Ashbury Avenue, Augusta, Casper and Roseburg Streets, Cattnach Street, Chamberlain Place, Frankton Railway Village, Hayes Paddock, Hooker Avenue, Jennifer Place, Lamont, Freemont, Egmont and Claremont Streets, Riro Street, Seifert Street, Springfield Crescent, Sunnyhills Avenue and Wilson Street and Pinfold Avenue HHAs

38. Submitters (J Masters 166, Kāinga Ora 428, Dr A McEwan, Dr W Gumbley 76) raised concerns with the requirement for HIAs introduced in Appendix 1.2, 1.2.2.8 and referred to in Policy 19.3.2. Within the PC9 provisions as proposed, all applications within an HHA must provide an HIA as required by 1.2.2.8.a. As HHAs are protected under section 6(f) of the RMA I consider it is appropriate to require sufficient expert information with a resource consent application to enable Council officers to make robust decisions on the impacts of development on historic heritage values. Notwithstanding, I have also made recommendations discussed in paragraph 44 below to provide Council some discretion on this matter.
39. 1.2.2.8.c of Appendix 1.2 requires “The content and detail of the Heritage Impact Assessment must correspond with the scale, nature and potential adverse effects of the proposal. The assessment must clearly demonstrate that the proposed development is unlikely to have any significant adverse effects on the historic heritage values of the area”. I recommend the addition at the end of the statement, “[with reference to the Statement for the HHA contained in Appendix 8D](#)” to make clear reference to the area statement for which the assessment should be based on.
40. 1.2.2.8.d of Appendix 1.2 sets out the content required within an HIA which includes:
- i. “A description of the identified historic heritage area and the subject site, and an assessment on the significance of the subject site to the overall heritage values representativeness and consistency of the HHA;
 - ii. A summary of the purpose and necessity for the development and any alternatives considered;
 - iii. An assessment of how the proposal will be sympathetic to, and not detract from the heritage values, representativeness and consistency of the HHA.”

41. I recommend the addition of [“with reference to the Statement for the HHA contained in Appendix 8D”](#) at the end of 1.2.2.8.d.i to make a clear reference to the area statement that this assessment should be based on.
42. Another submitter (Dr A McEwan, Heritage New Zealand Pouhere Taonga 151) critique of the HIA requirement during hearing session 1 is that the provisions do not explicitly set out who may prepare an HIA, and that some flexibility should be provided for applications that do not require extensive supporting assessments. A common example offered at hearing session 1 being fencing or minor alterations or additions. I consider the latter has to some extent been resolved by the addition of Permitted Activity “maintenance and repair” activities.
43. Furthermore, it is understood from comments made by submitter (Dr A McEwan) via discussions with the HCC PGU that current practice is that all HIAs are expected to be prepared by a heritage expert as opposed to any other expert or layman. This has resulted in additional cost to applicants for engaging heritage specialists to produce an HIA for every resource consent application regardless of the scale and significance of the proposal. Feedback from heritage specialists at hearing session 1 was mixed with commentary from some that heritage values can only be assessed by those with specific heritage expertise (Heritage New Zealand Pouhere Taonga 151), and other comments that for very small-scale activities such as a new 1.8m high front yard boundary fence a planner or designer could have sufficient expertise to assess the impact on heritage values.
44. To provide clarity to all applicants and Council officers I recommend the addition of 1.2.2.8.f [“The Heritage Impact Assessment must be prepared by a suitably qualified and/or experienced heritage expert”](#). However, I also add the following statement in 1.2.2.8.f to provide Council the discretion to determine situations where an HIA could be prepared by another expert or layman, [“Depending upon the scale, nature and](#)

potential adverse effects of the proposal the Council may accept an HIA not prepared by a suitably qualified and/or experienced heritage expert.”

ASSESSMENT CRITERIA

- 45. Kāinga Ora 428 raised concern with the blanket requirement to engage with mana whenua as set out in Appendix 1.3, 1.3.3.E1.n-p. Whilst I acknowledge the additional time and resources required to demonstrate consideration of these matters, any changes to this section may inadvertently compromise assessments required for other heritage areas including built heritage, archaeological and cultural heritage given this list of criteria applies to all historic heritage. I recommend no changes to these provisions.

- 46. Kāinga Ora 428 also noted concern with the Matters of Discretion and Assessment Criteria in 19.6.ix-xiv which requires assessment of all Appendix 1.3 “E – Heritage Values and Special Character” as opposed to specific criteria in 1.3.3.E that relates to the corresponding activity in 19.3.2. I acknowledge that this would require applicants to turn their mind to all criteria listed in 1.3.3.E to determine what is relevant to their assessment, however this approach is consistent with the drafting of the Operative District Plan. It is not a new requirement for applicants to review the assessment criteria to determine whether their assessment should cover all or only some criteria which they have deemed relevant for reasons they would likely set out in their application. I recommend no changes to these provisions.

- 47. As stated above in paragraph 32, I have recommended that matters of discretion and assessment criteria in 1.3.3.E should apply to “maintenance and repair” activities. Mr Knott has advised that the criteria in E9 which applies to additions and alterations is also relevant to maintenance and

repair activities. I have therefore recommended the following change to E9 to incorporate maintenance and repair activities:

“For alterations and additions, and maintenance and repair that does not comply with 19.4.4 to an existing building, the effects of the proposed alterations and additions on the historic heritage values of the building, the local area and HHA as a whole, with reference to the Statement for the HHA”.

48. The panel during hearing session 1 and expressed by submitter J Masters 166 proposed a clearer reference to the HHA area statements in Appendix 8D is needed to ensure that Plan users evaluate the assessment criteria against the key values as identified by Mr Knott for each HHA. The existing assessment criteria in Appendix 1.3, 1.3.3.E, E9-E13 requires Plan users to refer “to the Statement for the HHA”. I have recommended the addition of “contained in Appendix 8D” at the end of this sentence to remove any doubt. This is added to 1.3.3.E9-E13.
49. Within Appendix 1.3, 1.3.3.E, E9-E13 the last criteria in each of these sections requires an assessment of proposed activities and “the effects on the consistency of the HHA”. I consider it is unclear reading this statement what the intended meaning of “consistency” would be. As advised by Mr Knott, the term is intended to be read with its plain dictionary meaning. To clarify this intention and to provide further context, I recommend the addition of the following wording being, “The effects on the consistency of the physical and visual qualities of the HHA.”

CONCLUSION

50. The above paragraphs represent a series of changes to the recommendations set out within the Section 42A Report for consideration by the panel of hearing commissioners. Except where amended above, in all other respects the recommendations contained within the Section 42A

Report remain the recommendations. Attachment 1 to this statement includes the provisions updated to reflect the changes outlined above.

Va Mauala
20 October 2023

Attachment 1 – Updated Plan Provisions

This chapter is subject to the following plan changes:
Plan Change 9 with proposed new text are underlined with green highlighting
Plan Change 9 with proposed deleted text have ~~strikethrough with red highlighting~~
Plan Change 9 section 42A recommendations (June 2023) with new text being underlined and deleted text with ~~strikethrough~~
Plan Change 9 section 42A updated recommendations (October 2023) with new text being underlined and deleted text with ~~strikethrough~~

Appendix 8: Heritage

8-1 Assessment of Historic Buildings and Structures

8-1.1 Rankings of Significance

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

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

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

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

8-1.2 Heritage Assessment Criteria

a. Historic Qualities

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

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

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

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

b. Physical /Aesthetic/Architectural Qualities

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

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

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

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

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

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

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

c. Context or Group Qualities

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

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

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

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

- iii. Continuity

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

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

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

d. Technological Qualities

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

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

e. Archaeological Qualities

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

f. Cultural Qualities

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

g. Scientific Qualities

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

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

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

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

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

of the discovery.

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

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

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

Note

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

8-3

Assessment of Historic Heritage Areas

8-3.1

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

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



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


- Pioneer Development (1860s–1880s)

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

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

The key features of each Development Period are:

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

		<u>style.</u>
3. Early Post-War Development (1950–1980) <i>(Themes: the construction company era and the dominance of the private car and changing suburban form, state housing schemes)</i>		<u>Loop roads, crescents, culs-de-sac and irregular shapes; neighbourhood units and the grouping of houses around common green spaces; more variation in house plan forms such as L, T and shallow V shapes.</u>

- The demarcation of the distinctive urban landscape divisions in pre-1980 Hamilton is shown in Figure 1.
- Military settlements marked the beginning of the development of Hamilton by Europeans in the 1860s. Two redoubts – Hamilton East and West were constructed on either side of the river. In Hamilton West the residential blocks were surveyed in 10-acre street blocks, while the street blocks were 12-acre (about 200m by 200m) on the eastern side. These super street blocks are about twice as large as those in Brisbane and Melbourne.
- A ‘town belt’ – a belt of reservation land was designated during the design of both Hamilton East and West – providing green, open space for the pleasure and health of its citizens. The town belts established around the settlements planned on the Wakefield model in Australia and New Zealand were unique for their time anywhere in the world.
- Hamilton East and West, which were consolidated in the 19th century, from the urban nucleus. Their significant heritage value is justified by their origin as one the major military settlements in New Zealand and the built forms serving urban life associated with Waikato River.
- The development of Frankton and Claudelands was associated with the introduction of the railway line in 1877. Their ground plans were influenced by the pre-urban morphological frame – the rural roads and farmland divisions and garden suburb idea. The two areas were largely consolidated during the interwar period.
- Hamilton East, Hamilton West, Frankton and Claudelands represent four urban villages in central Hamilton. Each urban village has a clear boundary and commercial service centre facilitating local traditional and sustainable urbanism.
- The four urban villages surrounded the main commercial centre – Victoria Street, the four urban villages are connected through axial streets.
- The four urban villages together with the town belt are natural and physical resources that contribute to an understanding and appreciation of New Zealand’s urban history and cultures. It is important that a structure-preserving strategy should be prepared to manage their future change.
- In the early post-war development area, loop roads, crescents, cul-de-sacs and irregular shapes came to dominate urban layouts. In 1954, the Ministry of Works published a manual

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

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

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

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

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

8-3.2 Historic Heritage Area Assessment Criteria Methodology for the Identification and Assessment of HHAs

The methodology to identify HHAs consists of two stages:

Stage (1) - Site Visits and Initial Assessment:

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

Stage (2) - Detailed Assessment:

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

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

Waikato Regional Policy Statement Appendix 7 (APP7) Assessment Criteria

a. The overall heritage significance of an HHA may be derived from any of the following qualities. It is not necessary for a historic heritage area to be representative of all of the qualities, one is sufficient:

- i. Archaeological qualities
- ii. Architectural qualities
- iii. Cultural qualities
- iv. Historic qualities
- v. Scientific qualities
- vi. Technological qualities

Evaluation Indicators

b. The following indicators are to be used:

- i. Outstanding – The area has outstanding value in respect of the criterion and has national, regional or local significance.
- ii. High - The area has high value in respect of the criterion and has national, regional or local significance.
- iii. Moderate – The area has moderate value in respect of the criterion and has national, regional or local significance.
- iv. Low – The area has low value in respect of the criterion and may have national, regional or local significance.
- v. None - The area has no value in respect of the criterion, nor does it have national, regional or local significance.
- vi. Unknown – The area may have heritage value, but, due to knowledge limitations, the significance of the area is unknown.

The following tables are to be completed for each HHA. In completing the tables regard shall be

given to the Heritage New Zealand Pouhere Taonga List of historic places and historic areas, as well as to research which has been undertaken.

Assessment of APP7 Criteria		
Archaeological qualities		Comment/Assessment
<u>Information</u>	<u>The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</u>	
<u>Research</u>	<u>The potential of the place or area to provide evidence to address archaeological research questions.</u>	
<u>Recognition or Protection</u>	<u>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.</u>	
<u>Level of significance</u>		<u>Outstanding/High/Moderate/Low/None/Unknown</u>
Architectural Qualities		Comment/Assessment
<u>Style or type</u>	<u>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).</u>	
<u>Design</u>	<u>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.</u>	
<u>Construction</u>	<u>The building or structure uses unique or uncommon building</u>	

	<u>materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</u>	
<u>Designer or Builder</u>	<u>The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</u>	
<u>Level of significance</u>		<u>Outstanding/High/Moderate/Low/None/Unknown</u>
<u>Cultural Qualities</u>		<u>Comment/Assessment</u>
<u>Sentiment</u>	<u>The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</u>	
<u>Identity</u>	<u>The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</u>	
<u>Amenity or Education</u>	<u>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.</u>	
<u>Level of significance</u>		<u>Outstanding/High/Moderate/Low/None/Unknown</u>
<u>Historic Qualities</u>		<u>Comment/Assessment</u>
<u>Associative Value</u>	<u>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.</u>	
<u>Historical Pattern</u>	<u>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</u>	

	<u>economic trends and activities.</u>	
<u>Level of significance</u>		<u>Outstanding/High/Moderate/Low/None/Unknown</u>
<u>Scientific Qualities</u>		<u>Comment/Assessment</u>
<u>Information</u>	<u>The potential for the place or area to contribute information about an historic figure, event, phase or activity.</u>	
<u>Potential – Scientific Research</u>	<u>The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness.</u>	
<u>Level of significance</u>		<u>Outstanding/High/Moderate/Low/None/Unknown</u>
<u>Technological Qualities</u>		<u>Comment/Assessment</u>
<u>Technical Achievement</u>	<u>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.</u>	
<u>Level of significance</u>		<u>Outstanding/High/Moderate/Low/None/Unknown</u>

The results of the above assessment shall be summarised as per the following table:

<u>Summary of Heritage Values</u>		
<u>Heritage Criteria</u>	<u>Significance</u>	<u>Context</u>
<u>Archaeological Qualities</u>	<u>Outstanding/High/Moderate/Low/None/Unknown</u>	<u>Local/Regional/National</u>
<u>Architectural Qualities</u>	<u>Outstanding/High/Moderate/Low/None/Unknown</u>	<u>Local/Regional/National</u>
<u>Cultural Qualities</u>	<u>Outstanding/High/Moderate/Low/None/Unknown</u>	<u>Local/Regional/National</u>
<u>Historic Qualities</u>	<u>Outstanding/High/Moderate/Low/None/Unknown</u>	<u>Local/Regional/National</u>
<u>Scientific Qualities</u>	<u>Outstanding/High/Moderate/Low/None/Unknown</u>	<u>Local/Regional/National</u>

<u>Technological Qualities</u>	<u>Outstanding/High/Moderate/ Low/None/Unknown</u>	<u>Local/Regional/National</u>
<u>Scientific Qualities</u>	<u>Outstanding/High/Moderate/ Low/None/Unknown</u>	<u>Local/Regional/National</u>

c. An HHA shall be recommended for scheduling in Appendix 8D to the district plan on the basis that it demonstrates outstanding, high or moderate heritage significance in at least one of the qualities/heritage criteria.

d. The statement for an HHA must be structured to include the following information:

- i. Development Dates
- ii. City Extension
- iii. Summary of Values
- iv. Background
- v. Buildings and Streetscape Elements

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

~~1. Representative of a Heritage Theme~~

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

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

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

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

- ~~• A consistent Street/Block Layout which makes a positive contribution to the heritage significance and quality of the area.~~
- ~~• Consistent Street Design, including street trees, berms, carriageways and other planting within the street which make a positive contribution to the heritage significance and quality of the area.~~

- ~~Consistency in Lot Size, Dimensions and Development Density, including shape and size of lots which makes a positive contribution to the heritage significance and quality of the area.~~
- ~~Consistent Lot Layout, including position of buildings on lots, dominance of car parking, and landscape and tree planting within the lot which makes a positive contribution to the heritage significance and quality of the area.~~
- ~~Whether the overall Topography and natural environment of the area makes a positive contribution to the heritage significance and quality of the area.~~
- ~~Consistency of styles of Architecture and Building Typologies, including overall shape, form and material, and whether these factors make a positive contribution to the heritage significance and quality of the area.~~
- ~~Consistency in Street Frontage Treatments, such as walls, fences and planting, and whether these make a positive contribution to the heritage significance and quality of the area.~~

8-3.3 Historic Heritage Area Assessment

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

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

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

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

~~The assessment for this criterion is scored as following:-~~

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

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

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

- ~~Green with 1 point if the area shows the consistency of the criteria.~~

- ~~Orange with 0.5 point if the area shows no consistency on the criteria or there has been some change in the area which has affected its consistency of the criteria.~~
 - ~~Red with zero point if the area shows no consistent on the criteria~~
- ~~3. Comment—a short comment is provided for each street, generally relating to the consistency criteria.~~
- ~~4. Conclusion Consistency Criteria—an overall score is provided for each street based upon the sum of the scores for each consistency criterion.~~

Schedule 8A: Built Heritage (structures, buildings and

associated sites)

Note

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

H1	Beale Cottage	11 Beale St	Lot 4 DPS 12448	A	a b c d e f g	I (769)	46B
H2	Frankton Junction Railway House Factory	Rifle Range Rd	Lot 9 DP 345440	A	a b c d f	I (4946)	43B
H3	Fairfield Bridge	Victoria St	Road reserve	A	a b c d e f g	I (4161)	36B
H4	St Peter's Anglican Cathedral	51 Victoria St	Part of Allotment 407 Town of Hamilton West Part of Allotment 59A Town of Hamilton West	A	a b c d e f	II (4206)	45B
H5	Former Bank of New Zealand	117 Victoria St	Lot 1 DPS 65131	A	a b c d f	I (768) (NZHPT Heritage Order)	45B
H6	Greenslade House	1 Wellington St	Lot 1 DP 27295 and Sec 3 SO60256	A	a b c f	I (4163)	45B
H7	Hamilton Courthouse	116 Anglesea St	Pt Allotment 407 Town of Hamilton West and Pt Allotment 407B Town of Hamilton West	A	a b c d f	II (4207)	45B
H8	Victoria Bridge	Bridge St	Road reserve	A	a b c d e f g	I (722)	45B
H9	Claudlands Bridge (Former Hamilton Railway Bridge)	Claudlands Rd	Road reserve 34332-Bridge No.6 ECMT over Waikato River LO 28971/2	A	a b c d f g	II (4201)	45B
H10	St Mary's Convent Chapel	47 Clyde St	Lot 1 DP 313799; Lot 2 DP 316850 and part of Lot 1 DP	A	a b c f	II (5460)	46B

			316850				
H11	Oddfellows Hall	7 Cook St	Lot 4 DP 11858	A	a b c d f	II (4456)	46B
H12	Band Rotunda	Grantham St	Pt Lot 443A Town of Hamilton West	A	a b c f	II (4208)	45B
H13	Hamilton Club	Grantham St	Allotments 414, 415, 429 and 430 Town of Hamilton West	A	a b c e f	II (773)	45B
H14	Former Police House	160 Grey St	Pt Allotments 301A Town of Hamilton East	A	a b c f	II (4196)	46B
H15	Hamilton East Masonic Centre	285 Grey St	Lots 1 and 2 DPS 80758, PT ALLT 78 Twn Hamilton East	A	a b c d f	-	46B
H16	Claudlands Grandstand	800 Heaphy Tce	Lot 2 DP 386843	A	a b c d f	II (4198)	37B
H17	Frankton Hotel	40 High St	Part of Allot 1 Te Rapa Parish	A	a b c f	II (4211)	44B
H18	Petals Flower Shop/ Kaiapoi House	17 Hood St	Lot 1 DPS 80988	A	a b c d f	II (2702)	45B
H19	Grand Central Hotel	27 Hood St	Part of Allot 81 Town of Hamilton West	A	a b c f	II (5310)	45B
H20	Stationmaster's House	Hungerford Cres	Part of Sec 28 Hamilton East Town Belt	A	a b f	II (previously 775)	56B
H21	Lake House	102 Lake Cres	Lot 3 DPS 6302	A	a b c d e f	II (2701)	54B
H22	PS Rangiriri	Memorial Park	Riverbank adjacent to Allotment 417 Town of Hamilton East	A	a b c d e f g	-	45B
H23	Nickisson House	156 Nixon St	Lot 1 DPS 68819	A	a b c d f	II (2700)	46B
H24	Jolly House (Chateau Windermere)	39 Queens Ave	Lots 2, 3 & 5 DPS 8264 and lot 1 DP 396521	A	a b c d	II (5300)	44B
H25	Frankton Railway House Factory Kiln	Rifle Range Rd	Lot 1 DPS 70366	A	a b c d f g	-	43B

H26	Farrer Homestead (also known as Bankwood House)	660 River Rd	Lot 3 DPS 54638	A	a b c f	II (771)	27B
H27	Water Tower	Ruakiwi Rd	Lot 2 DP 16167	A	a b c d f	II (4210)	45B
H28	Hockin House	15 Selwyn St	Lot 74 DP17643	A	a b c f	II (4209)	55B
H29	Silverdale Homestead	8 Sheridan St	Lot 15 DPS 9205	A	a b c f	II (4194)	48B
H30	Riverlea House	10 Silva Cres	Pt Lot 13 DPS 16455	A	a b c d f	II (4195)	57B
H31	St Andrew's Church	2 Te Aroha St	Lot 3, Lot 4, Lot 5 DP 7767	A	a b c d f	-	45B
H32	Frankton Signal Box	Tui Ave	(Minogue Park) Allot 413 Pukete Parish and Lot 3 DP 403296	A	a b c d f	II (4458)	35B
H33	St Peter's Hall	55 Victoria St	Allotment 449 and 450 Town of Hamilton West	A	a b c f	II (4205)	45B
H34	Barton and Ross Building	131-141 Victoria St	Lot 1 DPS 65131	A	a b c f	-	45B
H35	Former Post Office/Social Welfare	132 Victoria St	Allotment 55 Town of Hamilton West	A	a b c f	II (5299)	45B
H36	Former Hamilton Hotel	170-186 Victoria St	Lot 1 DPS 32477	A	a b c f	II (4203)	45B
H37	Wesley Chambers	237 Victoria St	Pt Allotment 87 Town of Hamilton West	A	a b c d f	II (5301)	45B
H38	Commercial Hotel	287 Victoria St	Lot 2 DP 25984	A	a b c f	-	45B
H39	Central Post Office	346 Victoria St	Lot 2 DPS 82097	A	a b c d f	-	45B
H40	Pascoe's Building (also known as Frear's Building)	357 Victoria St	Lot 1 DPS 26347	A	a b c f	II (5298)	45B
H41	Cadman's Garage	596 Victoria St	Lot 5 DP 11019	A	a b c f	II (5302)	37B
H42	Public Trust Building	610 Victoria St	Lot 6 DP 11019	A	a b c e f	II (4944)	37B
H43	Former NZ Dairy	661 Victoria	Lot 1 DPS	A	a b c f	II (4199)	37B

	Co-op Building	St	81052				
H44	Frankton Junction NZ Railways Institute	21 Weka St	Lot 1 DPS 37471	A	a b c f	II (5297)	43B
H46	Knox Church Hall	50 Albert St	Allotment 301 Town of Hamilton East	B	a b c f	-	46B
H47	Old Hamilton Technical School – Block F	Anglesea St	Part of Section1 SO59086	A	a b c f	-	45B
H48	Former Waikato Brewery	14 Bridge St	Lot 2 DPS 68349	B	a b c f	-	45B
H49	F.E Smith house	129 Cambridge Rd	Lot 2 DPS 1551	B	a b c	-	47B
H50	Notre Dames des Missions	47 Clyde St	Lot 2 DP 316850	A	a b c f	-	46B
H51	Frankton Cafe	119 Commerce St	Part of Lot 1 DEEDS 191	B	a b c	-	44B
H52	Hamilton East School Building (1)	7 Dawson St	Allotment 406 Town of Hamilton East	B	a b c d f	-	45B
H53	Hamilton East School Building (2)	7 Dawson St	Allotment 406 Town of Hamilton East	B	a b c d f	-	45B
H54	House	74 Firth St	PT ALLOT 260 Town of Hamilton East	B	a b c	-	46B
H55	House (Laurenson Settlement)	102 Forest Lake Rd	Lot 1 DPS 74198	B	a b c	II (9902)	35B
H56	House	104 Forest Lake Rd	Pt Lot 13 DP 7943	B	a b c	-	35B
H57	House (Laurenson Settlement)	126 Forest Lake Rd	Lot 22 DP 7943	B	a b c	II (9903)	35B
H58	House	128 Forest Lake Rd	Lot 23 DP 7943	B	a b c	-	35B
H59	Former Hamilton Railway Station	164 Hillcrest Rd	Pt Lot 10 DP 3733	A	a b c d f	II (2703)	47B
H60	Former Rogers House (Excluding the	2 London St	Lot 2 DPS 83224, Section 1 SO 61140 and	B	a b c	-	37B

	Cottage/ Studio)		Lot 1 DPS 75770				
H61	St Paul's Methodist Church	62 London St	Lot 1 DPS 7437	B	a b c f	-	37B
H62	NZ Dairy Co Building (1)	160 Norton Rd	Lot 2 DPS 44975	B	a b c d	-	35B
H63	Ingleholm house	11 O'Neill St	Lot 2 DP 11840 Lots 15 & Pt Lot 17 DP 4698	B	a b c d	-	37B
H64	All Hallows Chapel, Southwell School	200 Peachgrove Rd	PT Lot 12 DP 4213 Lot 1 DPS 1478	B	a b c d f	-	38B
H65	House	10 Radnor St	Lot 1 DP 361752	B	a b c d	-	45B
H66	Diocesan School Dining Room	660 River Rd	Lot 3 DPS 54638	B	a d c f	-	27B
H67	Diocesan School Cherrington House	660 River Rd	Lot 3 DPS 54638	B	a b c f	-	27B
H68	Railway house	124 Tasman Rd	Lot 1 DPS 56891	B	a b c	-	15B
H69	Reid's Studio	55 Victoria St	Allotments 449 & 450 Town of Hamilton West	B	a b c f	-	45B
H70	George Smith House	65 Victoria St	Allotment 448 Town of Hamilton West	B	a b c	-	45B
H71	Howdens Jewellers	179 Victoria St	Pt Allotment 84 Town of Hamilton West	B	a b c f	-	45B
H72	Paul's Book Arcade	211 Victoria St	Lot 3 DPS 80796	A	a b c f	I (7438)	45B
H73	Alexandra Building	221 Victoria St	Allotment 86 Town of Hamilton West	B	a b c	-	45B
H74	Victoria Buildings	260 Victoria St	Lot 2 DP 19882	B	a b c	-	45B
H75	House	1319 Victoria St	Lot 11 DP 27570	B	a b c e f	-	36B
H76	House	1331 Victoria	Lot 9 DP 27570	B	a b c e f	-	36B

		St					
H77	Hamilton Borough Municipal Offices	18-20 Alma Street	Lot 5 DP 404902	B	a b c d f	-	45B
H78	Former Triangle Petrol Station	45 Waterloo Street	Lot 1 DPS 12053	B	a b c f	-	43B
H79	Former Frankton Junction Supply Stores	245 Commerce St	Lot 1 DPS 78295	B	a b c f	-	44B
H80	Railway Signal	Commerce St	Road reserve adjacent to Lot 1 DPS 66749	B	a c d f	-	44B
H81	Old Telegraph Pole	Commerce St	Road Reserve adjacent to Lot 1 DPS 14955	B	a c d f	-	44B
H82	Former Waikato Hospital & Charitable Aid Society	17A and 17B Hood St	Pt Allotment 81 Town of Hamilton West	A	a b c f	II (9279)	45B
H84	St James Church and Hall	159, 161 and 163 Massey St	Lots 4,5 & 6 DP 5031	B	a b c f	-	43B
H85	NZ Dairy Co Building (2)	136 Norton Rd	Lot 5 DPS 44974	A	a b c d	-	35B
H86	Diocesan School Sunshine Classrooms	660 River Rd	Lot 2 DP 22471	B	a b c f	-	27B
H87	Hamilton Transformer Building	88 Seddon Rd	Sec 1 SO 57622 Hinemoa Park	B	a b c d	-	36B
H88	Municipal Baths	26 Victoria St	Pt Allotment 443A Town of Hamilton West	B	a b c d f	-	45B
H89	Hamilton Buildings	109 Victoria St	Pt Allotment 81 Town of Hamilton West	B	a b c	-	45B
H90	Harker's Building	191 Victoria St	Pt Allot 85 Town of Hamilton West	B	a b c	-	45B
H91	Former Guthrie Bowron, (now known as Sahara Cafe	254 Victoria St	Lot 1 DP 19882	B	a b c	-	45B

	building)						
H92	Grocotts Building	213-217 Victoria St	Pt Allotment 86 Town of Hamilton West and Lot 2 DPS 80796	B	a b c	-	45B
H93	H & J Court Ltd	303 Victoria St	Pt Lot 1 DPS 13296	B	a b c	-	45B
H95	Former Dalton's Building (Michael Hill Building)	1-5 Ward Street	Lot 1 DPS 15240	B	a b c	-	45B
H96	Kings Building	456 Victoria St	Lot 2 DPS 33324	B	a b c	-	45B
H97	Irvine's Chemist	595-601 Victoria St	Lot 6 DP 13844	B	a c	-	45B
H98	Former Housing NZ Building (Fine Arts Society Building)	803 Victoria St	Lot 2 DP 8153	B	a b c	-	37B
H99	Puna's Building	221-229 Commerce St	Lot 1 DPS 74774	B	a b c f	-	44B
H100	County Buildings	455 Grey St	Lot 2 DPS 86312	B	a b c d f	-	45B
H101	House	2 Kotahi Ave	Lot 2 DP 14611	B	a b c e	-	36B
H102	House	95 Pembroke St	Lot 1 DP 28890	B	b	-	45B
H104	House	31 Eton Dr	Lot 59 DP 7744	B	a b c f	-	58B
H105	Oxford Chambers	530 Victoria St	Lot 8 DPS 10335	B	a b c	-	45B
H107	G. R. Biesinger Hall	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B
H108	The Hamilton New Zealand Temple of the Church of Jesus Christ of Latter day Saints	509 Tuhikaramea Rd, Temple View	Part of Allot 62 Tuhikaramea Parish, Part of Allot 371 Tuikaramea Parish	A	a b c d e f	-	60B
H109	Wendell B Mendenhall Library	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c d f	-	60B
H110	Star Flats	18 Frances	Lots 4, 5, 6 and	B	a b c	-	38B

		Street (Units 1-12)	7 DPS 334				
H111	House	111 Peachgrove Rd	Lot 3 DP 8657	B	a b c	-	38B
H113	Former Morris Stores and Motor Services	116 Grey St	Lot 2 DP 13011 and Pt Lot 1 DP 13011	B	a b c f	-	46B
H114	House	33 Naylor St	Pt Allot 295 Town of Hamilton East	B	a b c	-	46B
H115	House	44 Brookfield St	Lot 1 DPS 14092	B	a b c	-	56B
H116	House	82 Grey St	Lot 7 DP 24023	B	a b c f	-	46B
H117	House	121 Grey St	Lot 1 DPS 34931	B	a b c	-	46B
H118	House	5 Albert St	Lot 5 DPS 13070	B	b c	-	46B
H119	House	154 Galloway St	Lot 3 DP 34992	B	a b c	-	46B
H120	House	624 Grey St	Lot 1 DPS 89454	B	a b c d	-	45B
H129	House	9 Armagh St	Lot 1 DP 473450	B	a b c e	-	46B
H130	House	5 Armagh St	Lot 49 DP 11312	B	a b c	-	46B
H131	House	3 Armagh St	Lot 48 DP 11312	B	a b c		46B
H133	First House / George Biesinger House	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B
H134	Kai Hall	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B
H135	Block Plant	Church College, Temple View	Part of Lot 1 DPS 88403	B	a b c f	-	60B
H137	Bishopscourt and Episcopal Chapel (Former) Hamilton YWCA	28 Pembroke St, Corner Clarence St, Hamilton	Lot 2 DP 15499 (CT SA422/176) South Auckland Land District	B	a b c d f g	II	45B
H138	Huntly Brick Deco Single	39 Abbotsford Street	Lot 1 DPS 80534	B	a b c d g		

	<u>Building Cottage</u>						
<u>H139</u>	<u>Cottage</u>	<u>18A Albert Street</u>	<u>Lot 1 DPS 48798</u>	<u>B</u>	<u>a b c d g</u>		
<u>H140</u>	<u>Single Storey Bungalow</u>	<u>80 Albert Street</u>	<u>Lot 1 DP 23936</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H141</u>	<u>Single Bay Villa</u>	<u>84 Albert Street</u>	<u>Lot 1 DPS 78649</u>	<u>B</u>	<u>a b c d g</u>		
<u>H142</u>	<u>Single Bay Villa</u>	<u>89 Albert Street</u>	<u>Lot 3 DP 355709</u>	<u>B</u>	<u>a b c d g</u>		
<u>H143</u>	<u>Single Bay Villa</u>	<u>94 Albert Street</u>	<u>Lot 1 DPS 816</u>	<u>B</u>	<u>a b c d g</u>		
<u>H144</u>	<u>Corner Angle Double Bay Villa</u>	<u>110 Albert Street</u>	<u>Lot 5 DP 4815</u>	<u>B</u>	<u>a b c d g</u>		
<u>H145</u>	<u>Single Bay Villa</u>	<u>118 Albert Street</u>	<u>Lot 3 DP 7273</u>	<u>B</u>	<u>a b c d g</u>		
<u>H146</u>	<u>Single Storey Bungalow</u>	<u>131 Albert Street</u>	<u>PT Lots 7 & 8 DP 12817</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H147</u>	<u>Former Reid's Furnishers/Farmers Building</u>	<u>62 Alexandra Street</u>	<u>Lot 1 DP 28181</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H148</u>	<u>Former National Insurance Company Building/Caro Building</u>	<u>137 Alexandra Street</u>	<u>Lot 15 DP 30210</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H149</u>	<u>Two Storey Bungalow</u>	<u>18 Anglesea Street</u>	<u>Lot 1 DPS 32138</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H150</u>	<u>Art Deco Dwelling</u>	<u>36 Anglesea Street</u>	<u>Lot 6 DPS 5117</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H151</u>	<u>Third Hamilton City Council Building</u>	<u>260 Anglesea Street</u>	<u>Lot 1 DPS 64212</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H152</u>	<u>Anglesea Street Retaining Wall</u>	<u>Anglesea Street</u>	<u>Road Reserve</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H153</u>	<u>Police Station</u>	<u>12 Anzac Parade</u>	<u>Allot 69 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H154</u>	<u>Corner Bay Villa</u>	<u>3 Balloch Street</u>	<u>Lot 1 DP 368251</u>	<u>B</u>	<u>a b c d g</u>		
<u>H155</u>	<u>Two Storey Arts & Crafts English Cottage Dwelling</u>	<u>17 Beale Street</u>	<u>Lot 2 DPS 11639</u>	<u>B</u>	<u>a b c d g</u>		

H156	<u>Spanish Style Dwelling</u>	<u>15 Bell Street</u>	<u>Lot 13 DP 17156</u>	<u>B</u>	<u>a b c d g</u>		
H157	<u>Former United Evangelical Church</u>	<u>2 Bettina Road</u>	<u>Lot 1 DPS 60217</u>	<u>B</u>	<u>a b c d f g</u>		
H158	<u>Ruakura Homestead and Agricultural Research Station</u>	<u>10 Bisley Road</u>	<u>Section 3 SO 519316</u>	<u>A</u>	<u>a b c e f g</u>		
H159	<u>Unit 1, Art Deco Complex</u>	<u>1 Bledisloe Terrace</u>	<u>Lot 1 & Lot 2 DPS 77276</u>	<u>B</u>	<u>a b c d g</u>		
H160	<u>Unit 2, Art Deco Complex</u>	<u>3 Bledisloe Terrace</u>	<u>Lot 1 & Lot 2 DPS 77276</u>	<u>B</u>	<u>a b c d g</u>		
H161	<u>Single Square Front Villa</u>	<u>12 Bond Street</u>	<u>Lot 6 DP 4687</u>	<u>B</u>	<u>a b c d f g</u>		
H162	<u>Twin Front Gable Villa</u>	<u>14 Bond Street</u>	<u>Lot 8 DP 4687</u>	<u>B</u>	<u>a b c d f g</u>		
H163	<u>Single Bay Corner Villa</u>	<u>18 Bond Street</u>	<u>Lot 9 DP 4687</u>	<u>B</u>	<u>a b c d f g</u>		
H164	<u>Single Bay Villa</u>	<u>26 Bond Street</u>	<u>Lot 13 DP 4687</u>	<u>B</u>	<u>a b c d f g</u>		
H165	<u>Curved Bay Art Deco Dwelling</u>	<u>30 Bond Street</u>	<u>Lot 1 DP 401098</u>	<u>B</u>	<u>a b c d f g</u>		
H166	<u>Single Bay Villa</u>	<u>32 Bond Street</u>	<u>Lot 16 DP 4687</u>	<u>B</u>	<u>a b c d f g</u>		
H167	<u>Transitional Villa-Bungalow</u>	<u>10 Boundary Road</u>	<u>Lot 73 DP 6695</u>	<u>B</u>	<u>a b c d g</u>		
H168	<u>Modern Dwelling</u>	<u>65 Braid Road</u>	<u>Lot 37 DP 10965</u>	<u>B</u>	<u>a b c d f g</u>		
H169	<u>Twin Bay Transitional Villa</u>	<u>38 Brookfield Street</u>	<u>Lot 1 DP 34797</u>	<u>B</u>	<u>a b c d g</u>		
H170	<u>Brick Bungalow and matching garage</u>	<u>88 Brookfield Street</u>	<u>Lot 4 DP 32959</u>	<u>B</u>	<u>a b c d g</u>		
H171	<u>Art Deco Dwelling</u>	<u>13 Cardrona Road</u>	<u>Lot 13 DP 28418</u>	<u>B</u>	<u>a b c d f g</u>		
H172	<u>Telephone Exchange</u>	<u>7 Caro Street</u>	<u>Lots 19, 20 & 21 DP 30210</u>	<u>B</u>	<u>a b c d f g</u>		
H173	<u>St Joseph's Fairfield Chapel and Spire</u>	<u>86-88 Clarkin Road</u>	<u>Lot 4 DP 4296</u>	<u>B</u>	<u>a b c d f g</u>		

H174	Fairfield Primary School	260 Clarkin Road	Lot 3 DPS 2417	B	a b c d f g		
H175	Villa	10 Claude Street	Lot 38 DP 5045	B	a b c d g		
H176	Art Deco Dwelling	53 Claude Street	Lot 15 DP 27856	B	a b c d g		
H177	Corner Bay Villa	6 Claudelands Road	Lot 6 DP 3726	B	a b c d f g		
H178	Corner Bay Villa	28 Claudelands Road	Lot 5 DP 7798	B	a b c d g		
H179	Two Storey Arts and Crafts Dwelling	2 Clifton Road	Lot 2 DPS 17287	B	a b c d g		
H180	Brick Bungalow	110 Clyde Street	Lot 2 DP 35296	B	a b c d g		
H181	Square Front Villa	134 Clyde Street	Lot 2 DPS 8418	B	a b c d f g		
H182	Single Storey Commercial Building	101-105 Collingwood Street	Lot 4 DP 3406	B	a b c d f g		
H183	Art Deco Dwelling	60 Cook Street	Lot 5 DP 27880	B	a b c d f g		
H184	Villa	78 Cook Street	Part Allot 54 Town of Hamilton East	B	a b c d f g		
H185	Bungalow	83 Cook Street	Lot 1 DP 13362	B	a b c d f g		
H186	Norton Hall	4 Crawford Street	Lot 1 DPS 12726	B	a b c d f g		
H187	Weatherboard and Clay Tile Building	4 Daisy Street	Lot 58 DP 18036	B	a b c d f g		
H188	Magazine Store/Munitions Building	60 Dey Street	Part Section 34 Hamilton TN BELT	B	a b c d f g		
H189	Two Storey Bungalow	4 East Street	Lot 3 DP 6899	B	a b c d f g		
H190	Villa	74 East Street	Pt Lot 3 DP 37173	B	a b c d f g		
H191	Bungalow with Villa elements	23 Enderely Avenue	Pt Lot 36 DP 8654	B	a b c d f g		

H192	Double Bay Villa	45 Firth Street	Lot 1 DPS 17311	B	a b c d f g		
H193	Bungalow	49 Firth Street	Lot 1 DPS 3319	B	a b c d f g		
H194	Bungalow	53 Firth Street	Part Allot 298 TN OF Hamilton East	B	a b c d f g		
H195	Single Bay Villa	54A Firth Street	Lot 1 DPS 15338	B	a b c d f g		
H196	Two Storey Arts & Crafts Dwelling	69 Forest Lake Road	Part Lot 1 DP 29201	B	a b c d f g		
H197	Cottage	106 Forest Lake Road	Lot 1 DP 15238	B	a b c d g		
H198	Art Deco Dwelling	9 Fowlers Avenue	Lot 13 DP 27944	B	a b c d f g		
H199	Villa	3 Frances Street	Lot 9 DP 7539	B	a b c d f g		
H200	Square Front Villa	11 Frances Street	Lot 17 DP 7539	B	a b c d f g		
H201	Cottage	116 Galloway Street	Lot 1 DPS 4937	B	a b c d f g		
H202	Villa	150 Galloway Street	Lot 1 DPS 40267	B	a b c d f g		
H203	Transitional Villa	195 Galloway Street	Lot 3 DP 13362	B	a b c d f g		
H204	Villa	203 Galloway Street	Lot 1 DPS 35483	B	a b c d f g		
H205	Sun Dial	Garden Place	Garden Place	B	a b c d f g		
H206	Former Garden Royal Exchange Building	14 Garden Place	Lot 1 DP 29766	B	a b c d f g		
H207	Former MLC Building	20 Garden Place	Lot 4 DP 29766	B	a b c d f g		
H208	Dwelling	14 George Street	Lot 1 DP 418251	B	a b c d f g		
H209	Villa	17 George Street	Lot 1 DPS 5323	B	a b c d f g		
H210	Villa	103 Grey Street	Lot 3 DP 28489	B	a b c d f g		
H211	Villa	259 Grey Street	Part Allot 109 TN OF Hamilton East	B	a b c d f g		

H212	1920s Office Building	379 Grey Street	Part Lot 1 DP 16839	B	a b c d f g		
H213	Triple Bay Villa	644 Grey Street	Lot 1 DP 34918	B	a b c d f g		
H214	Villa and Shop	707-711 Grey Street	Lot 8 DP 3978	B	a b c d f g		
H215	Cottage	717 Grey Street	Lot 7 DP 3978	B	a b c d f g		
H216	Rotary Centennial Clock	Grey Street	Road reserve	B	a b c d f g		
H217	A Ebbert's Residence	13 Hammond Street	Lot 56 DP 11512	B	a b c d f g		
H218	Original Hamilton East School Building	36 Hammond Street	Lot 3 DP 521812	B	a b c d f g		
H219	Cottage	3 Hardley Street	Lot 1 DP 18516	B	a b c d f		
H220	Fairfield Buildings	1004 Heaphy Terrace	Lot 3 DPS 9552	B	a b c d f g		
H221	Gosling & Higgins Building	62 High Street	Lot 1 DPS 80263	B	a b c d f g		
H222	English Dwelling	29 Horne Street	Lot 1 DPS 9995	B	a b c d f g		
H223	Bungalow	43 Horne Street	Lot 36 DP 17643	B	a b c d f g		
H224	Art Deco Dwelling	27 Ingleton Terrace	Lot 56 DP 27284	B	a b c d f g		
H225	Arts & Craft/Bungalow Dwelling	7 King Street	Lot 8 DEEDS 102	B	a b c d f g		
H226	Westside Presbyterian Church	11 King Street	Lot 128 DEEDS C45	B	a b c d f g		
H227	Arts & Crafts Dwelling	2 Kitchener Street	Part Lot 1 DP 11685	B	a b c d f g		
H228	Two Storey English Cottage	8 Kotahi Avenue	Lot 2 DPS 5357	B	a b c d f g		
H229	Two Storey English Cottage	10 Kotahi Avenue	Lot 5 DP 14611	B	a b c d f g		
H230	Harris House - Roger Walker	58A Lake Crescent	Lot 2 DPS 24664	B	a b c d f g		

	Design						
H231	Arts & Crafts Dwelling	74 Lake Crescent	Lot 1 DPS 7375	B	a b c d f g		
H232	Bungalow	94 Lake Road	Lot 4 DP 10652	B	a b c d f g		
H233	Railway Cottage	95 Lake Road	Lot 3 DPS 71887	B	a b c d f g		
H234	Two Storey English Cottage	2 Liverpool Street	Lot 1 DP 15238	B	a b c d f g		
H235	Bungalow	9 Manning Street	Lot 72 DP 11512	B	a b c d f g		
H236	English Revival Cottage	13/4 Manning Street	Lot 1 DP 536377	B	a b c d f g		
H237	1940s Architecturally designed Dwelling	24 Manning Street	Lot 3 DPS 73545	B	a b c d f g		
H238	Bungalow	26 Manning Street	Lot 67 DP 11512	B	a b c d f g		
H239	Villa	6 Marama Street	Lot 36 DP 6603	B	a b c d f g		
H240	Villa	8 Marama Street	Lot 31 DP 6603	B	a b c d f g		
H241	Villa	12 Marama Street	DP 6603	B	a b c d f g		
H242	Villa	16 Marama Street	DP 6603	B	a b c d f g		
H243	Art Deco Dwelling	39 Marama Street	Lot 1 DPS 82625	B	a b c d f g		
H244	Single Dwelling	57 Memorial Drive	Allot 417 TN OF Hamilton East	B	a b c d f g		
H245	Villa	28 Naylor Street	Part Allot 291 TN OF Hamilton East	B	a b c d f g		
H246	Villa	35 Naylor Street	Part Allot 263 TN OF Hamilton East	B	a b c d f g		
H247	Villa	60 Naylor Street	Part Lot 1 DP 24544	B	a b c d f g		
H248	Cottage	43A Nixon Street	Lot 1 DPS 1866	B	a b c d f g		
H249	Villa	50 Nixon Street	Lot 5 DP 33335	B	a b c d f g		

<u>H250</u>	<u>Villa</u>	<u>179 Nixon Street</u>	<u>Lot 1 DP 35296</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H251</u>	<u>Weatherboard Bungalow</u>	<u>47 Norton Road</u>	<u>Lots 13 & 14 DEEDS 100</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H252</u>	<u>Three Storey English Cottage</u>	<u>9 Oakley Avenue</u>	<u>Part Lot 1 DP 4568</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H253</u>	<u>Bungalow</u>	<u>3 Oxford Street</u>	<u>Lot 4 DPS 9552</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H254</u>	<u>Bungalow</u>	<u>9 Oxford Street</u>	<u>Lot 9 DP 15202</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H255</u>	<u>Bungalow</u>	<u>17 Oxford Street</u>	<u>Lot 17 DP 15202</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H256</u>	<u>English Revivalist with Arts & Crafts Dwelling</u>	<u>25 Palmerston Street</u>	<u>Lot 21 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H257</u>	<u>Bungalow</u>	<u>27 Palmerston Street</u>	<u>Lot 20 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H259</u>	<u>Bungalow</u>	<u>31 Palmerston Street</u>	<u>Lot 18 DP 11512</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H260</u>	<u>Villa</u>	<u>287 Peachgrove Road</u>	<u>Lot 2 DP 499635</u>	<u>B</u>	<u>a b c d g</u>		
<u>H261</u>	<u>Swarbrick Memorial Arch</u>	<u>68 Pembroke Street</u>	<u>Reserve - Lake Domain</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H262</u>	<u>Nolan House - Spanish Mission</u>	<u>103 Pembroke Street</u>	<u>Lot 1 DPS 75628</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H263</u>	<u>1906 Hamilton Court House (in part)</u>	<u>136 Pembroke Street</u>	<u>Lot 1 DP 28120</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H264</u>	<u>Art Deco Dwelling</u>	<u>170 Pembroke Street</u>	<u>Lot 1 DPS 73694</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H265</u>	<u>Bungalow</u>	<u>9 Piako Road</u>	<u>Lot 46 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H266</u>	<u>Villa</u>	<u>12 Piako Road</u>	<u>Lot 2 DP 29682</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H267</u>	<u>Bungalow</u>	<u>38 Piako Road</u>	<u>Lot 1 DPS 3988</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H268</u>	<u>Flat 1, Duplex State House</u>	<u>11 Pinfold Avenue</u>	<u>Lots 7 & 8 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H269</u>	<u>Flat 2, Duplex</u>	<u>13 Pinfold</u>	<u>Lots 7 & 8 DPS</u>	<u>B</u>	<u>a b c d f g</u>		

	<u>State House</u>	<u>Avenue</u>	<u>73478</u>				
<u>H270</u>	<u>Flat 1, Duplex State House</u>	<u>15 Pinfold Avenue</u>	<u>Lots 5 & 6 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H271</u>	<u>Flat 2, Duplex State House</u>	<u>17 Pinfold House</u>	<u>Lots 5 & 6 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H272</u>	<u>Flat 1, Duplex State House</u>	<u>19 Pinfold Avenue</u>	<u>Lots 3 & 4 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H273</u>	<u>Flat 2, Duplex State House</u>	<u>21 Pinfold Avenue</u>	<u>Lots 3 & 4 DPS 73478</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H274</u>	<u>Former Black House</u>	<u>7 Queens Avenue</u>	<u>Part Lot 1 DP 10652</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H275</u>	<u>Bungalow</u>	<u>9 Queens Avenue</u>	<u>Lot 1 DP 20616</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H276</u>	<u>Bungalow</u>	<u>7 Radnor Street</u>	<u>Part Allot 75 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H277</u>	<u>Deco/Spanish Mission Dwelling</u>	<u>80 Rimu Street</u>	<u>Lot 11 DP 7753</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H278</u>	<u>Bungalow</u>	<u>129 Rimu Street</u>	<u>Lot 1 DP 449094</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H279</u>	<u>The Old Lodge</u>	<u>166 River Road</u>	<u>Part Lot 19 DP 7000</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H280</u>	<u>Dwelling</u>	<u>233 River Road</u>	<u>Part Lot 8 DP 11634</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H281</u>	<u>Dwelling</u>	<u>243 River Road</u>	<u>Part Lot 11 DP 11634</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H282</u>	<u>Dwelling</u>	<u>414 River Road</u>	<u>Lot 2 DPS 12651</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H283</u>	<u>Art Deco Dwelling</u>	<u>534 River Road</u>	<u>Lot 41 DP 27284</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H284</u>	<u>1970s Dwelling - Roger Walker Design</u>	<u>913 River Road</u>	<u>Lot 7 DPS 18495</u>	<u>B</u>	<u>a b c d g</u>		
<u>H285</u>	<u>Former Church</u>	<u>144 Rototuna Road</u>	<u>Part Allot 150 Kirikiriroa PSH</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H286</u>	<u>1960s Town Houses - Roger Walker Design</u>	<u>120 Sandwich Road</u>	<u>Lot 28 DPS 9713</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H287</u>	<u>Bungalow</u>	<u>7 Seddon Street</u>	<u>Lot 45 DP 6603</u>	<u>B</u>	<u>a b c d g</u>		
<u>H288</u>	<u>Two Storey Concrete</u>	<u>61 Silverdale Road</u>	<u>Lot 1 DPS 11194</u>	<u>B</u>	<u>a b c d g</u>		

	<u>Dwelling</u>						
<u>H289</u>	<u>Former St George's Church</u>	<u>32 Somerset Street</u>	<u>Lot 1 DPS 47564</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H290</u>	<u>Sikh Temple</u>	<u>1418-1426 Te Rapa Road</u>	<u>Lot 2 DPS 8229</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H291</u>	<u>Bungalow</u>	<u>28 Thackeray Street</u>	<u>Lot 1 DEEDS 594</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H292</u>	<u>Stucco Hall</u>	<u>24 Thames Street</u>	<u>Lot 75 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H293</u>	<u>1960s Flat Roof, Multi-Storey Apartment Building</u>	<u>89 Tristram Street</u>	<u>Part Lot 1 DPS 29412</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H294</u>	<u>Dwelling associated with LDS</u>	<u>504 Tuhikaramea Road</u>	<u>Lot 1 DP 539263</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H295</u>	<u>Villa</u>	<u>158 Ulster Street</u>	<u>Part Allot 153 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H296</u>	<u>Villa</u>	<u>164 Ulster Street</u>	<u>Part Allot 153 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H297</u>	<u>Cottage</u>	<u>243 Ulster Street</u>	<u>Part Allot 157 TN OF Hamilton West</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H298</u>	<u>Two Storey English Cottage</u>	<u>409 Ulster Street</u>	<u>Part Lot 120 DP 13131</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H299</u>	<u>Villa</u>	<u>18 Union Street</u>	<u>Lot 26 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H300</u>	<u>Villa</u>	<u>18A Union Street</u>	<u>Lot 26 DP 7519</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H301</u>	<u>Villa</u>	<u>9 Upper Kent Street</u>	<u>Lot 41 DP 9108</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H302</u>	<u>Former Innes Carbonated Factory</u>	<u>1 Victoria Street</u>	<u>Lot 1 DPS 12797</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H303</u>	<u>Innes Memorial Arch</u>	<u>30 Victoria Street</u>	<u>Reserve</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H304</u>	<u>Former Imperial Chambers Building</u>	<u>231 Victoria Street</u>	<u>Lot 2 DPS 76682</u>	<u>B</u>	<u>a b c d f g</u>		
<u>H305</u>	<u>Insurance</u>	<u>341 Victoria</u>	<u>Lot 1 DP 9077</u>	<u>B</u>	<u>a b c d f g</u>		

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

Schedule 8B: Group 1 Archaeological and Cultural Sites

Note

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

		<u>/Street Name</u>	
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A1 (S14/165)	Te Awa o Katapaki – Borrow Pits	Lot 18 DPS 85254, Pt Lot 13 DPS 85254	8B
A2 (S14/204, S14/336)	Lime Kiln, Taunga Waka and Te Puru O Hinemoa Cement/Lime Works	Sec 2 SO 61140 (London Street)	37B
A3 (S14/189)	Te Totara Papakainga	Lot 2 DPS 62544, Lots 33-34 DP 388537 (Featherstone Park, River Road)	16B
A4 (S14/46)	Kairokiroki PaPaa	Lot 1 DP 358987, Lot 2 DP 358987, Lot 2 DP 312185, Lot 1 DP 312185	56B
A5 (S14/59)	Te Kourahi PaPaa	Pt Lot 514 DPS 9477 (Cobham Drive)	55B
A6 (S14/201)	Mangaiti – Borrow Pits	Road Reserve (Wairere Drive)	18B
A7 (S14/38)	Miropiko PaPaa	Lot 1 DP 31703, Lot 2 DP 31703, Pt Allot 215 Kirikiriroa PSH (River Road)	37B
A8 (S14/77)	Un-named – PaPaa	Lot 1 DPS 16456, Lot 48 DPS 13635 (Milcom Street)	57B
A9 (S14/208)	Kukutaruhe (Maaori horticulture)	Lot 33 DPS 6071 (Days Park, River Road)	27B
A10 (S14/111)	Umu (Oven) Maaori horticulture	Pt Allot 4 Pukete PSH, Allot 4A Pukete PSH, Lots 1-4 DPS 8646	7B
A11	Koromatua – Urupa (burial grounds)	Pt Allot 371 Tuhikaramea PSH (Tuhikaramea Road)	60B
A12 (S14/25, S14/28)	Te Owango PaPaa	Lot 3 DPS 9044, Lot 24 DPS 64834, Lot 15 DPS 71459, Pt Lot 2 DPS 9044, Lot 25 DPS 64834, Lot 33 DPS 65265, Lot 6 DPS 71459 (Riverelm)	17B
A13 (S14/27)	Kukutaruhe PaPaa	Lot 24 DPS 16087, Lot 4 DPS 16087, Lot 5 DPS 16087, Lot 6 DPS 16087 (Cornway Place)	27B
A14 (S14/28)	Te Inanga PaPaa	Lot 4 DPS 5738, Lot 3 DPS 5738, Lot 2 DPS 5738, Lot 1 DPS 5738 (Wymer Terrace)	27B
A15 (S14/3)	Tupari PaPaa	Lot 3 DPS 28101, Pt Lot 2 DPS 28101, Lot 10 DPS 9657, Lot 1 DPS 88068, Pt Lot 1 DPS 9657, Lot 8 DPS 10486 (River Road, Pollock Drive)	27B
A16 (S14/34, S14/64)	Te Rapa PaPaa	Sec 2 SO 337569 Secs 2, 6 SO 311998, Pt Allot 24, Pt Allot 25 Te Rapa, Sec 1 SO 337569 (Cobham Drive)	45B, 55B
A17 (S14/37)	Waitawhiriwhiri Urupa	Allot 286 Pukete PSH (Milne Park, Victoria Street)	36B

A18 (S14/39)	Kirikiroa Pa	Lot 1 DPS 65343, Lot 1 DPS 87404, Lot 4 DP 344056, Lot 2 DPS 87404, Lot 3 DP 31762, Lot 6 DPS 87404, Lot 3 DPS 87404, Lot 1 DPS 81452, Lot 2 DP 344056, Pt Lot 11 DP 11019, Lot 5 DPS 5279, Lot 3 DPS 65343, Pt Lot 12 DP 11019, Lot 1 DP 344056, Pt Lot 11 DP 11019, Lot 7 DPS 87404, Lot 1 DP 312723, Pt Lot 12 DP 11019, Lot 3 DP 10335, Lot 2 DPS 81452, Pt Lot 2 DP 10335, Lot 1 DPS 27882, Lot 4 DP 10335 (<u>Bryce Street, London Street</u>)	37B, 45B
A20 (S14/44)	Te <u>PaPaa</u> O Ruamutu	Lot 33 DPS 9899, Lot 34 DPS 9899, Lot 1 DPS 34675, Lot 32 DPS 9899, Lot 26 DPS 9899, Lot 23 DPS 9899, Lot 44 DPS 9899, Lot 27 DPS 9899, Lot 24 DPS 9899, Lot 35 DPS 9899, Lot 28 DPS 9899, Lot 25 DPS 9899, Lot 29 DPS 9899, Lot 1 DPS 76159 (<u>Balfour Crescent</u>)	58B
A21 (S14/60)	Te Parapara <u>PaPaa</u>	Pt Allot 252A Kirikiroa PSH (<u>Hamilton Gardens</u>)	56B
A22 (S14/63)	Waitawhiriwhiri <u>PaPaa</u>	Lot 1 DPS 63511, Pt Lot 6 DP 14611, Pt Lot 7 DP 14611 (<u>Kotahi Drive</u>)	36B
A23 (S14/90)	Whatanoa <u>PaPaa</u>	Allot 457 TN OF Hamilton West, <u>Allotment 201-203, 212, 408 TN OF Hamilton West (Richmond Street)</u>	36B
A24 (S14/97)	Te Raratuna O Tutumua - <u>Pa/UrupaPaa/Urupaa</u>	Allot 4A Pukete PSH (<u>Te Raratuna Road</u>)	7B
A25 (S14/30, S14/19)	Pukete <u>PaPaa</u>	Sec 2 SO 59857, Lot 1 DPS 55931, Sec 1 SO 58300, Sec 1 SO 59857, Lot 4 DP 411000 (<u>Te Raratuna Road</u>)	16B
A26 (S14/66)	Te Nihinihi <u>PaPaa</u>	Pt Sec 23 Hamilton East TN BELT, Allot 446 TN OF Hamilton East, Lot 3 DPS 21107, Lot 1 DPS 21107 (<u>Dillicar Park, Sillary Street</u>)	56B
A27 (S14/79)	Mangaonua <u>PaPaa</u>	Lot 2 DPS 68608, <u>Lot 17 DPS 988</u>	58B
A28	Te Moutere o Koipikau <u>PaPaa</u>	Graham Island	55B
A29 (S14/284)	Middens/Umu	Allotment 106 Parish of Horotiu and Section 2 SO Plan 486608 (<u>Waterview Drive</u>)	1B, 2B
A30 (S14/47)	<u>Whatukoruru Paa</u>	<u>Lot 1 DPS 90309</u>	<u>64B</u>
A31 (S14/112)	<u>Paa</u>	<u>Lots 1-2 DPS 57602, PT Lot 1 DPS 11080 (Hutchinson Road)</u>	<u>1B, 2B</u>

A32 (S14/17)	<u>Paa</u>	<u>Lot 3 DPS 11080, Pt Lot 3 DPS 5134 (Hutchinson Road)</u>	<u>2B</u>
A33 (S14/18)	<u>Mangaharakeke Paa</u>	<u>Pt Lot 3 DPS 5134 (Fonterra Dairy Factory, Te Rapa Road)</u>	<u>2B</u>
A101 (S14/209)	<u>Matakanohi – Borrow Pits</u>	<u>Pt Allot 32 Pukete PSH, Pt Lot 3 Allot 31 Pukete PSH (St Andrew's Golf Course, St Andrew's Terrace)</u>	<u>17B, 18B, 26B, 27B</u>
A103 (S14/45)	<u>Narrows Military Redoubt</u>	<u>Allot 483 Kirikiriroa PSH (Howell Avenue, Cobham Drive)</u>	<u>56B, 57B</u>
A108 (S14/57)	<u>Hamilton West Redoubt – Pukerangiora</u>	<u>Pt Allot 59A TN OF Hamilton West</u>	<u>45B</u>
A109 (S14/95)	<u>Galloway Redoubt</u>	<u>Allot 412 TN OF Hamilton East</u>	<u>46B</u>
A115 (S14/289)	<u>Waipahipahi Paa</u>	<u>Road Reserve (Armagh Street), Lot 6 DP 1258, Lot 1 DPS 22233, Lot 2 DPS 22233, Pt Lot 3 DPS 22233, Lot 4 DPS 22233, Pt Lot 5 DPS 22233, Pt Lot 12 DP79, Lot 1 DP 473450, Lot 2 DP 473450, Lot 3 DP 473450, Lot 54 DP 11312, Lot 55 DP 11312</u>	<u>46B</u>
A116 (S14/482)	<u>The Hamilton Punt</u>	<u>Pt Lot 2 DPS 257, Lot 1 DPS 12771, Allot 498 TN of Hamilton West, Lot 1 DPS 257 Allot 414 – 430 TN of Hamilton West (Grantham Street)</u>	<u>45B</u>
A119 (S14/72)	<u>Te Tara-ahi Paa (Moules Redoubt)</u>	<u>Lot 1 DP 35065, Lot 1 DP 21732 (Anzac Parade)</u>	<u>45B</u>
A152 (S14/49)	<u>Paa</u>	<u>Lot 1 DP 9272, Lot 2 DPS 44260 (SH 26)</u>	<u>49B</u>
A155 (S14/76)	<u>Paa</u>	<u>Lots 1-21 DP 24686, Lots 36, 38, 41-42 DPS 5778, Lots 106 DP 528003, Lot 2 DPS 89648 (Manor Place, Norrie Street)</u>	<u>56B</u>
A156 (S14/78)	<u>Paa</u>	<u>Lot 1 DP 433681 (Chesterman Road)</u>	<u>58B</u>
A166 (S14/185)	<u>Maaori Horticulture</u>	<u>Road Reserve, Lots 1-2 DPS 90423, Lot 246 DPS 73062, Lot 129 DPS 61646, Lot 108 DPS 61646 (Wairere Drive)</u>	<u>18B</u>
A168 (S14/214)	<u>Hamilton West Cemetery</u>	<u>Section 512 Town of Hamilton West, Allotment 213-215 Town of Hamilton West (Willoughby Street)</u>	<u>36B</u>
A169 (S14/220)	<u>Union Bridge (Former)</u>	<u>River Reserve</u>	<u>45B</u>
A175 (S14/470)	<u>Maaori horticulture</u>	<u>Pt Section 30 Hamilton East Town Belt (Hungerford Crescent)</u>	<u>57B</u>
A176	<u>Maaori horticulture</u>	<u>Lot 1, 2, Pt Lot 8, 9 DPS 4785, Lots 102</u>	<u>58B</u>

<u>(S14/325)</u>		<u>DP 306257, Lot 2, Pt Lot 6, 8 DPS 988, Lot 1 DPS 92007, Pt Lot 2 DPS 40890, Lots 2-4 DPS 42403 (Riverlea Road)</u>	
<u>A177</u> <u>(S14/332)</u>	<u>Hamilton East Cemetery</u>	<u>Pt Allotment 252 Kirikiriroa PSH, Allotment 483 Kirikiriroa PSH (Hungerford Crescent)</u>	<u>57B</u>

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

Schedule 8C: Group 2 Archaeological and Cultural Sites

A100 (S14/176)	Borrow Pits	Lot 4 DPS 81210, Lot 2 DPS 81210	57B
A101 (S14/209)	Matakanohi – Borrow Pits	Pt Allot 32 Pukete PSH, Pt Lot 3 Allot 31 Pukete PSH	17B, 18B, 26B, 27B
A103 (S14/45)	<u>Narrows Military Redoubt</u>	<u>Allot 483 Kirikiriroa PSH</u>	<u>56B, 57B</u>
A104 (S14/102)	<u>Ridler's</u> Flour Mill	Lot 2 DPS 7832 and Lot 1 DPS 12535 <u>(SH 3)</u>	55B
A1 & A105 (S14/165)	Te Awa o Katapaki – Borrow Pits	<u>Lot 9-13 DPS 71460; Lot 1-3, 6-8 DPS 73470; Lots 1-8 DPS 70775; Pt Lot 1, Pt Lot 2 DPS 78039; Pt Lot 9, Lot 10-12, Pt Lot 13, 16-18 DPS 85254; Lot 7, Pt Lot 8, Pt Lot 9, Pt Lot 21 DPS 86166, Pt Lot 8 DPS 86166, 11-14, 23-27, 44, 48, 50-51 DP 368150; Lots 1-6 DP 368331; Lots 1-5 DP 369929; Lots 1-3 DP 372432; Lot 17 DPS 85254-25, Pt 28, 132 DP 375864; Lots 1-6, 8 DP 378325; Lots 1-2 DP 378677; Lot 1-35, 37 DP 388537; Lots 1-6 DP 383630; Lots 1-2 DP 385729; Lots 1-9, 13-26, 33 DP 392844; Lots 201-203 DP 395616; Lots 3-25 DP 396159; Lot 9 DPS 85254 DP 408360; Lots 1-2 DP 430627; Lot 1-17, 20-33 DP 445214; Lot 1, 2 DP 479955; Lots 1-2 DP 487183; Lots 1-4 DP 527063 (River Road, Riverside Lane, Hensley Crescent, Hampshire Court, Te Huia Drive, Amokura Crescent, Bree Place, The Rocks, Durham Heights)</u>	8B
A106 (S14/23)	Waahi Taonga/ <u>Artefact Find</u>	Lot 16 DPS 7313 (<u>Chartwell Crescent</u>)	27B

A107 (S14/48)	PaPaa	Lot 3 DPS 29232 (Colebrooke Lane, SH 26)	48B
A108 (S14/57)	Hamilton West Military Redoubt – Pukerangiora	Pt Allot 59A TN OF Hamilton West (Victoria Street)	45B
A109 (S14/95)	Narrows Redoubt – Military Redoubt	Allot 412 TN OF Hamilton East	46B
A110 (S14/116)	Rotokaeo – Waahi Taonga/Artefact Find	Lot 2 DPS 6986, Lot 3 DPS 6253 (Dalglish Avenue)	35B
A111 (S14/161)	Kairokiroki – Waahi Taonga/Artefact Find	Lot 2 DPS 12490	56B, 57B
A112 (S14/4)	Waiwherowhero – Borrow Pits	Lot 32 DPS 73457, Lot 29 DPS 73457, Lot 31 DPS 73457, Lot 30 DPS 73457, Lot 16 DPS 58002, Lot 28 DPS 73457, Lot 17 DPS 58002, Lot 1 DPS 73457, Lot 18 DPS 58002, Lot 142 DPS 58002, Lot 37 DPS 11797, Lot 38 DPS 11797, Lot 12 DPS 58002, Lot 67 DPS 79722, Lot 3 DPS 88119, Lot 2 DPS 88119, Lot 1 DPS 88119, Lot 87 DPS 76047, Lot 11 DPS 58002, Lot 85 DPS 76047, Lot 86 DPS 76047, Lot 88 DPS 76047, Lot 89 DPS 76047, Lot 13 DPS 58002, Lot 90 DPS 76047, Lot 94 DPS 76047, Lot 95 DPS 76047, Lot 93 DPS 76047, Lot 91 DPS 76047, Lot 92 DPS 76047, Lot 14 DPS 58002, Lot 96 DPS 76047, Lot 15 DPS 58002, Lot 32 DPS 73457, Lot 29 DPS 73457, Lot 31 DPS 73457, Lot 30 DPS 73457, Lot 16 DPS 58002, Lot 28 DPS 73457, Lot 36 DPS 11797, Lot 6 DPS 58002, Lot 7 DPS 58002 (Sandwich Road, Mangakoea Place, Bryant Road, Waiwherowhero Drive)	26B
A113 (S14/40)	Putikitiki – Oven	Lot 2 DP 17455 (Beale Street)	45B
A114	Te Wehenga – Urupa	Road Reserve (Grey Street)	45B
A115	Waipahihi Pa	Road Reserve (Armagh Street), Lot 6 DP 4258, Lot 1 DPS 22233, Lot 2 DPS 22233, Pt Lot 3 DPS 22233, Lot 4 DPS 22233, Pt Lot 5 DPS 22233, Pt Lot 12 DP79, Lot 1 DP 473450, Lot 2 DP 473450, Lot 3 DP 473450, Lot 54 DP 11312, Lot 55 DP 11312	46B
A116	The Hamilton Punt/borrow pits	Pt Lot 2 DPS 257, Lot 1 DPS 12771, Allot 498 TN of Hamilton West, Lot 1 DPS 257 Allot 414 – 430 TN of Hamilton West	45B
A117	Mangakookoea PaPaa	Lot 2 DPS 17549, Lot 1 DP 375694, Lot	36B

		2 DPS 89533, Lot 2 DP 323260, Lot 1 DPS 83830, Lot 2 DPS 83830, Lot 2 DPS 53641 (<u>Awatere Avenue</u>)	
A118 (S14/86)	Pukete – Waahi Taonga/ <u>Artefact Find</u>	Lot 3 DPS 22187	16B
A119 (S14/72)	<u>Te Tara-ahi Pa (later Moules Redoubt)</u>	<u>Lot 1 DP 35065, Lot 1 DP 21732</u>	<u>45B</u>
A120	Matakanohi <u>PaPaa</u>	Lot 20 DPS 379, Lot 4 DPS 74739, Lot 2 DPS 76908	27B
A121	Urupa (unnamed)	Sec 2 SO 60256, Pt Allot 397, 398, 399 TN of Hamilton East (<u>Cook Street, Wellington Street</u>)	45B
A122	Te Toka O Arurei Urupa	Lot 2 DP 404902 (<u>Claudlands Road</u>)	45B
A123	Hua O Te Atua Urupa	Riverbank Reserve (<u>adjacent to Marlborough (Sapper Moore-Jones Place)</u>)	45B
A124 (S14/210)	<u>Maaori Horticulture</u>	<u>Lots 1-4 DP 480575, Lots 10 & 17 DPS 10393, Lots 1-3 DP 321304, Lots 1-2 DP 526398, Lot 1 DPS 83083, Lot 2 DPS 46395</u>	<u>57B</u>
A125 (S14/326)	<u>Maaori horticulture</u>	<u>Lots 3,4,6,7 DPS 10393</u>	<u>57B</u>
A126 (S14/320)	<u>Maaori horticulture</u>	<u>Lot 2 DPS 11203, Lot 101 DP 505873</u>	<u>64B</u>
A127 (S14/322)	<u>Maaori horticulture</u>	<u>Lot 2 DP 540770 (Riverlea Road)</u>	<u>64B</u>
A128 (S14/243) and (S14/193)	<u>Maaori horticulture and Waahi Taonga/Artefact Find</u>	<u>Road Reserve, Lot 1 DPS 12314, Lots 2-4 DPS 79836, Lot 1 DPS 12767, Lots 1-3 DP 425317</u>	<u>57B</u>
A129 (S14/477)	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475</u>	<u>65B</u>
A130 (S14/318)	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475, Allotment 87 Te Rapa Parish</u>	<u>65B</u>
A131 (S14/480)	<u>Maaori horticulture</u>	<u>Allotment 87 Te Rapa Parish</u>	<u>65B</u>
A132 (S14/64)	<u>Maaori horticulture</u>	<u>Lot 1 DPS 78023, Allot 88 Te Rapa Parish, Pt Allot 94 Te Rapa Parish</u>	<u>65B</u>
A133 (S14/319)	<u>Maaori horticulture</u>	<u>Lot 5 DP17475</u>	<u>64B, 65B</u>
A134 (S14/479)	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475</u>	<u>65B</u>
A135	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475</u>	<u>65B</u>

<u>(S14/478)</u>			
<u>A136</u> <u>(S14/321)</u>	<u>Maaori horticulture</u>	<u>Lot 1 DPS 90309</u>	<u>64B</u>
<u>A138</u> <u>(S14/224)</u>	<u>Maaori horticulture</u>	<u>Pt Lot 6 DP 3464</u>	<u>57B</u>
<u>A139</u> <u>(S14/475)</u>	<u>Maaori horticulture</u>	<u>Lot 4 DPS 81210, PT Lot 6 DP 34164</u>	<u>57B</u>
<u>A140</u> <u>(S14/327)</u>	<u>Maaori horticulture</u>	<u>Lots 1-2 DP 320478, Lot 1 DPS 65267,</u> <u>Lots 1-2 DP 316288, Lots 1-2 DPS</u> <u>73735</u>	<u>56B, 57B</u>
<u>A141</u> <u>(S14/286)</u>	<u>Pit</u>	<u>Lot 2 DP 313598</u>	<u>64B</u>
<u>A142</u> <u>(S14/113)</u>	<u>Pits</u>	<u>Pt Lot 1 DPS 11080 (Hutchinson Road)</u>	<u>2B</u>
<u>A144</u> <u>(S14/203) and</u> <u>(S14/114)</u>	<u>Maaori horticulture and Waahi</u> <u>Taonga/Artefact Find</u>	<u>Pt Lot 3 DPS 5134 (Fonterra Dairy</u> <u>Factory, Te Rapa Road)</u>	<u>2B</u>
<u>A149</u> <u>(S14/476)</u>	<u>Maaori horticulture</u>	<u>Lot 5 DP 17475, Pt Lot 6 DP 34164</u>	<u>64B, 65B</u>
<u>A153</u> <u>(S14/52)</u>	<u>Paa</u>	<u>Lots 1-3, 7, 8, 12-13, 15 DPS 91932</u> <u>(Chlemsford Place, Southsea Crescent)</u>	<u>48B</u>
<u>A154</u> <u>(S14/71)</u>	<u>Waahi Taonga/Artefact Find</u>	<u>Lot 2 DP 339280 (Clarkin Road)</u>	<u>27B</u>
<u>A157</u> <u>(S14/485)</u>	<u>Maaori horticulture</u>	<u>Pt 3 2, 3 DPS 8875</u>	<u>16B</u>
<u>A158</u> <u>(S14/89)</u>	<u>Waahi Taonga/Artefact Find</u>	<u>Lot 11 DPS 44248 (Te Rapa Road)</u>	<u>15B</u>
<u>A159</u> <u>(S14/91)</u>	<u>Paa</u>	<u>Pt Allotment 252 Kirikiriroa PSH,</u> <u>Allotment 483 Kirikiriroa PSH</u>	<u>57B</u>
<u>A160</u> <u>(S14/92)</u>	<u>Agricultural Ditch</u>	<u>Road Reserve (Wairere Drive)</u>	<u>29B</u>
<u>A161</u> <u>(S14/93)</u>	<u>Waahi Taonga/Artefact Find</u>	<u>Road Reserve</u>	<u>58B</u>
<u>A162</u> <u>(S14/130)</u>	<u>Swarbrick's Landing</u>	<u>Pt Lot 1 DP 10371 (River Road)</u>	<u>27B</u>
<u>A163</u> <u>(S14/335)</u>	<u>Sod Fence</u>	<u>Sec 9 & 10 SO 483544 (Nevada Road)</u>	<u>48B</u>
<u>A164</u> <u>(S14/334)</u>	<u>Historic Drain</u>	<u>Lot 1 DPS 38501, DPS 14931</u>	<u>29B</u>
<u>A165</u> <u>(S14/334)</u>	<u>St Mary's Monastory and</u> <u>School (former)</u>	<u>Lot 2 DP 316850 (Clyde Street)</u>	<u>46B</u>

A167 (S14/191)	Site of the Knox Street Drill Hall (former)	Section 1 SO 61293 (Knox Street)	45B
A170 (S14/473)	Historic dwelling (Former)	Lots 4-8 DP 19882, Lot 1 DPS 9292 (Victoria Street)	37B
A171 (S14/254)	Landing Place	Allotment 4A Pukete PSH	7B
A172 (S14/258)	Maaori horticulture	Road Reserve, Lot 1, Pt Lot 2 DPS 257, Lots 1-2 DP 447697, Allotments 420,421, 424, 498 Town of Hamilton West, Lot 1 DPS 12771 (Grantham Street)	45B
A173 (S14/259)	Historic Dwelling (Former)	Road Reserve, Lot 1, Pt Lot 2 DPS 257, Lots 1-2 DP 447697, Allotments 420,421, 424, 498 Town of Hamilton West, Lot 1 DPS 12771 (Grantham Street)	45B
A174 (S14/481)	Historic Dwelling (Former)	Section 4 SO 473519 (Cobham Drive)	57B
A178 (S14/333)	Maaori horticulture	Pt Allotment 252A Kirikiriroa PSH, Pt Section 23-24 Hamilton East Town Belt (Hamilton Gardens)	56B
A179 (S14/491)	Railway Hotel (former)	Part of Allot 1 Te Rapa Parish (High Street)	45B
A180 (S14/492)	Royal Hotel (former)	Allot 74 TN of Hamilton East (Cook Street and Grey Street)	46B
A181 (S14/496)	Maaori horticulture	Lots 1-2 DPS 86312, Pt Lot 8 DP 1233 (Grey Street, Clyde Street)	45B

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

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

Schedule 8D: Historic Heritage Areas

ID Number	Name	Location and Description Refer to Planning Map for the schedule reference map showing the location of the heritage area.
1	Acacia Crescent	The Acacia Avenue HHA is a loop road on the east side of Houchens Road, in 2022 forming the southern urban edge of the city. The area overall is consistent with a significant number of the features of the construction company era (1960s) and the dominance of the private car and changing suburban form (1970s) heritage themes. It is within the 8th Extension, being brought within the city boundary in April 1962 and it

is of at least moderate heritage value.

Development Dates

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

City Extension

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

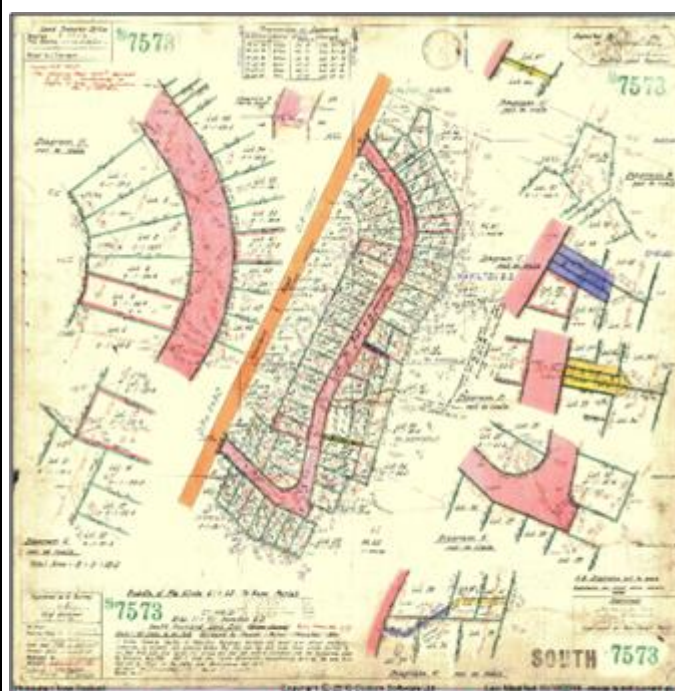


Figure 1. Survey plan for the subdivision of Acacia Crescent
November 1961 (LINZ DPS7573)

Summary of Values

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

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

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

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

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

Background

(Historic, Cultural and Archaeological Qualities)

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



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

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

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



Figure 3. Acacia Crescent and surrounding area in 1988 (www.retro lens.co.nz).

Acacia Crescent was surveyed in November 1961 (Figure 1).⁶ The street was reportedly named after a stand of acacia trees in a nearby gully. All lots were approximately 1/4 acre (1,000m²) in size, surveyed in a rectangular shape. The majority of the sections had a short street frontage to the road, with some longer sections surveyed on the east side of the road. Acacia Crescent connected Houchens Road as outlined in the earlier survey plan and curved around behind the existing sections along Houchens Road.

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

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

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

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

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

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

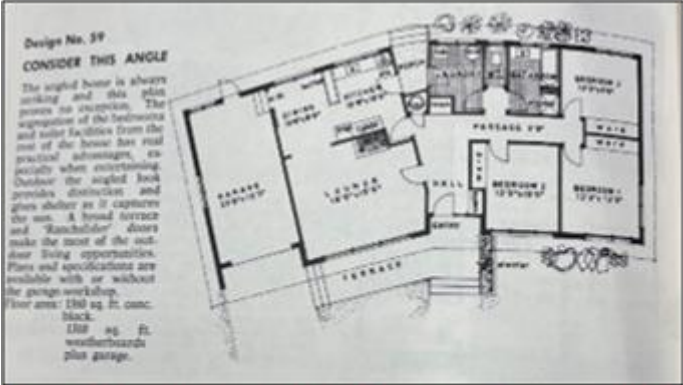


Figure 4. Excerpt from Leighton Carrad, New Zealand Home Builder (Auckland: Architectural Design Service, 1966).

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

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

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



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

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

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

Development Dates-

- Subdivision Approved December 1965 with the first building permit granted in February 1965-

City Extension-

- Located within the 8th extension to the City; April 1962-

Summary of Values-

Ashbury Avenue is one of a series of subdivisions by the Chartwell Properties Limited, of land originally owned by FC Lichfield, who had also owned surrounding land.

The subdivision of Ashbury Avenue is evidence of a commercial developer bringing forward a subdivision within an area recently added to the city, by way of the 8th extension, in part likely in response to the Ruakura Research Centre, new Teachers College and new University of Waikato campus all within easy distance. The resulting subdivision, and dwellings brought forward on the land, are typical of the Early Post War Expansions (1950 to 1980) development period, including linked roads and cul-de-sacs and building plan forms which incorporate L, T and shallow V-shapes.

The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with no subdivision or development from its establishment. The dwellings in the street are largely 1960s builds, dating from the original subdivision of the street, and most appear to be unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings which are characteristic of the Early Post War Expansions (1950 to 1980) development period.

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

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

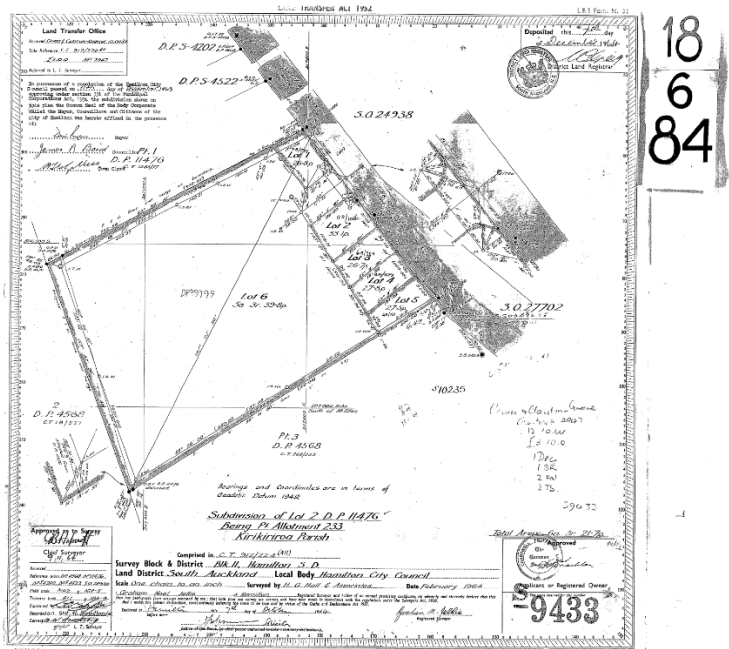


Figure 6. The 1916 subdivision plans for two lots facing Tramway Road (retrieved from premise.co.nz)

Background-

(Historic, Cultural and Archaeological Qualities)-

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

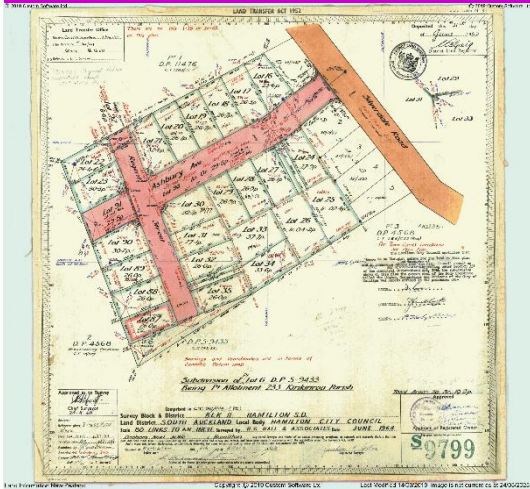


Figure 7. The original subdivision plan (retrieved from premise.co.nz)

The land is located in the 8th Extension to the City; this was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.⁴⁰ Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.⁴¹

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

In December 1963 Chartwell Properties Limited were granted a subdivision of Lot 2, forming five lots facing Silverdale Road, and providing connection to Lot 6 to the rear. Lot 6 was further surveyed in 1965 to create a series of lots facing Ashbury Avenue and Regent Street. The first building permit was granted in February 1965. Ashbury Avenue was named in 1963 by Chartwell Properties owner Mr McLachlan, reportedly at the suggestion of one of the sales staff.⁴²

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

The layout of the wider street network, of which Ashbury Avenue is part, is typical of the Early Post War Expansions Development Period (1950 to 1980), comprising a series of linked culs-de-sac and irregular shaped roads. Common with the

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

city, by way of the 8th extension. The resulting subdivision, and dwellings brought forward on the land, are typical of the Early Post War Expansions (1950 to 1980) development period, including linked roads and cul-de-sacs and building plan forms which incorporate L, T and shallow V shapes.

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

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

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

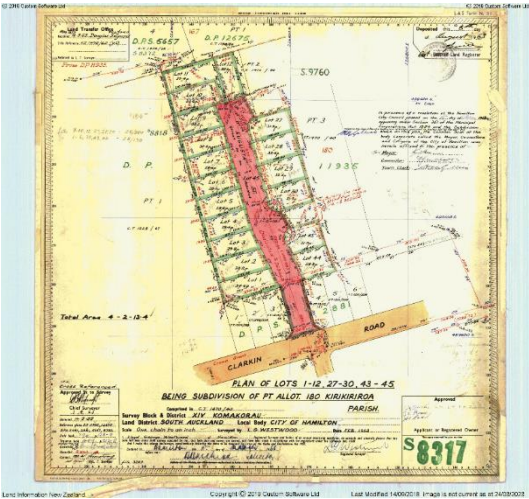


Figure 8. The original subdivision plan for Augusta Street (retrieved from [premise.co.nz](#))

Background

(Historic, Cultural and Archaeological Qualities)

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

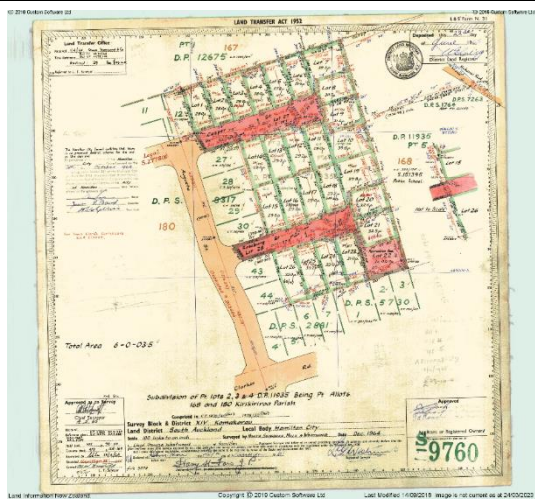


Figure 9. The original subdivision plan for Roseburg Street and the east section of Casper Street (retrieved from premise.co.nz/)

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

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

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

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



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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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

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

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

5-4

Casey Avenue

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

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

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

Development Dates

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

City Extension

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

Summary of Values

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

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

Background

(Historic, Cultural and Archaeological Qualities)

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

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



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

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

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

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



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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

65

Cattanach Street

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

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

Development Dates

- Subdivision granted August 1974.
- Road constructed by 1974.

		<ul style="list-style-type: none"> • Some houses in place in 1975. <p>City Extension</p> <ul style="list-style-type: none"> • Located in the 8th extension to the City; April 1962. <p>Summary of Values</p> <p>Cattanach Street is part of a larger series of subdivisions by the DV Bryant Trust, a very significant landowner and philanthropist, making positive contributions to the welfare of the community in Hamilton and the wider Waikato.</p> <p>The subdivision of the land began 12 years after the land was incorporated into the city, illustrating the large areas of land available for development in St Andrews area at the time.</p> <p>The resulting subdivision, and dwellings brought forward on the land and wider area, are typical of the development period, including the linked roads and cul-de-sacs. The building plans and designs are typical of those expected in the later part of the Early Post War Expansions (1950 to 1980) development period.</p> <p>The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with no further subdivision or development from its establishment. The dwellings in the street are largely 1970s builds, with some 1980s buildings. Most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1970s and 1980s buildings.</p> <p>Maintaining existing open (unfenced) frontages is an important element in maintaining the historic heritage significance of the area.</p> <p>The HHA is considered to have at least moderate local and regional heritage significance as a little altered example of the Early Post War Expansions (1950 to 1980) development period and its connection to the DV Bryant Trust.</p> <p>Background (Historic, Cultural and Archaeological Qualities)</p> <p>The 1912 survey plans show that what is now Cattanach Street was part of a wider holding owned by the Madill family. Following this it passed to the Bryant family.</p> <p>The DV Bryant Trust was established in 1960. Following the death of Dan Bryant in 1962 the trust prospered through the sale of the remaining 200+ acres of the Bryant family farm at Te Rapa adjacent to the Waikato River and Hamilton Golf Club. This land was subdivided into residential and industrial blocks from the 1960s.</p> <p>The land was brought into the City as part of the 8th Extension to the City. This was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.²⁷ Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.²⁸</p> <p>The DV Bryant Trust have played an important role in the history of Hamilton, distributing some of its surplus income to welfare agencies and community organisations both within Hamilton and the wider Waikato, including amongst others funding Bryant Hall and the Academy of Performing Arts Centre at the University of Waikato (UoW), the Bryant Village retirement community, and various School and UoW Scholarships.²⁹</p>
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	<p><u>Subdivision consent was granted for the street on 14th August 1974. It was named in 1974 by the Bryant Trust Board, after their former chairperson and Presbyterian minister, Reverend Duncan Cattanach.³⁰</u></p>  <p><u>Figure 13: Cropped aerial photo, 1975, showing some houses in place (retrieved from www.retrolens.nz)</u></p> <p><u>The road was in place by 1974 and some houses building by 1975. By 1979 the road formed part of a wider grid network of streets located between Sandwich Road and the Waikato River. The network of streets links northwards under Wairere Drive, although overall there are a limited number of connections out of the area (as is typical of development representative of this Development Period). Overall the layout of the local area and Cattanach Street is typical of the Early Post War Expansions (1950 to 1980) development period.</u></p> <p><u>Buildings and Streetscape Elements</u> <u>(Architectural, Scientific and Technical Qualities)</u></p> <p><u>There area consists of a mix of single storey and two storey dwellings.</u></p> <p><u>The majority of buildings have brick elevations, with lighter cladding on gables, a mixture of gable and hipped tiled roofs, wide eaves and large areas of horizontal proportion picture windows. The buildings are generally large.</u></p> <p><u>Many of the buildings display features which are typical of buildings constructed later in the in the Early Post War Expansions (1950 to 1980) development period, including:-</u></p> <ul style="list-style-type: none"><u>• Concrete tiled roofs</u><u>• First floor balconies overlooking the street on some of the two storey buildings.</u>
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Figure 14. Retrolens - 1979

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

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

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

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

76

Chamberlain Place

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

Development Dates

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

City Extension

- Within the 8th extension

Summary of Values

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

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

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

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

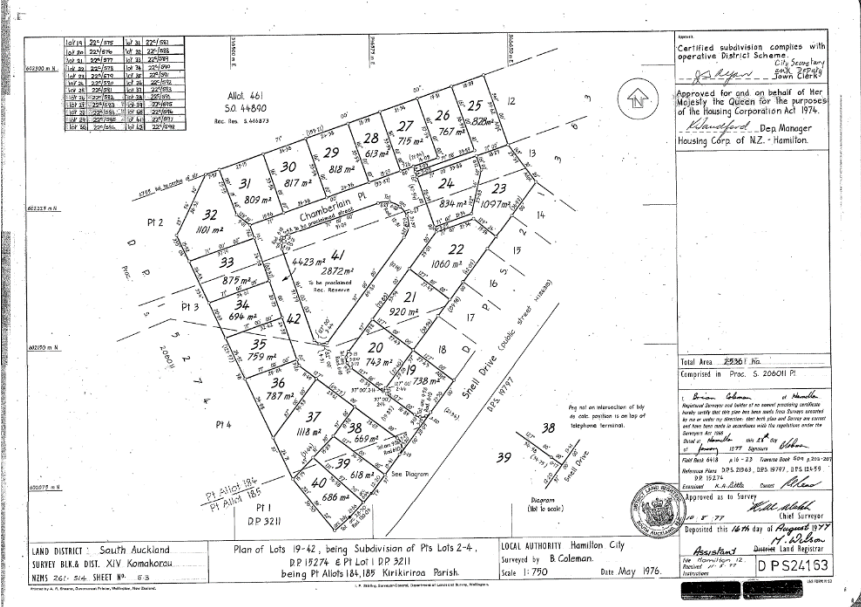


Figure 15: Original 1974 subdivision plan (retrieved from premise.co.nz)

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

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

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

Background
(Historic, Cultural and Archaeological Qualities)

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

The subdivision and construction of Chamberlain place coincided with formation of the Housing Corporation of New Zealand in 1974, from the merger of the State Advances Corporation and the Housing Division of Ministry of Works. The street was named by the Housing Corporation, following a theme of famous coaches or athletic stars. The street was named after Marissa Chamberlain, a track and field athlete who competed in the 1966 Commonwealth Games.³⁴

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



Figure 16: 1998 subdivision plan (retrieved from premise.co.nz)

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

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

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



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

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



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

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

The area maintains the existing levels and topography across sites.

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

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

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

7

Claudeland
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Development Dates

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

City Extension

- Within the 1st extension October 1912

Summary of Values

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

area which has continued to evolve to respond to the needs of its local community.

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

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

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



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

Background
(Historic, Cultural and Archaeological Qualities)

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



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

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

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

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

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



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

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

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



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

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

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

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

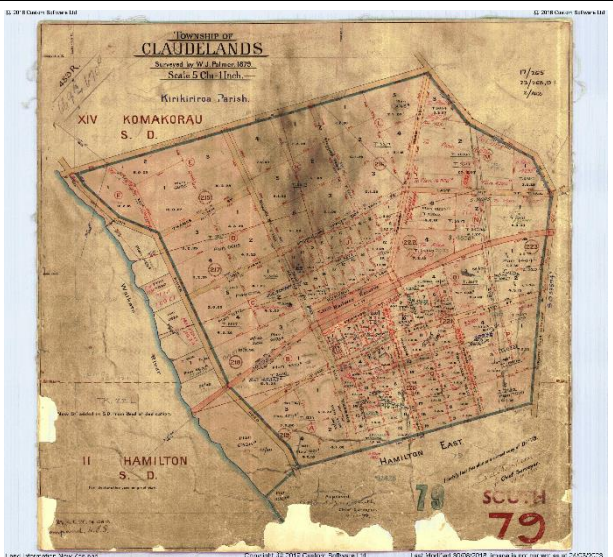


Figure 23: 1879 plan of Township of Claudelands

(retrieved from premise.co.nz)

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

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



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

O'Neill 1909 (retrieved from premise.co.nz)

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

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

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

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

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

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



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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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


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

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

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

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

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

Background

(Historic, Cultural and Archaeological Qualities)

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

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

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

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



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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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

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

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

10

Frankton
Commerce
Street

Development Dates

- From the opening of the Railway in 1877

City Extension

- Within the 2nd Extension 1917

Summary of Values

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

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

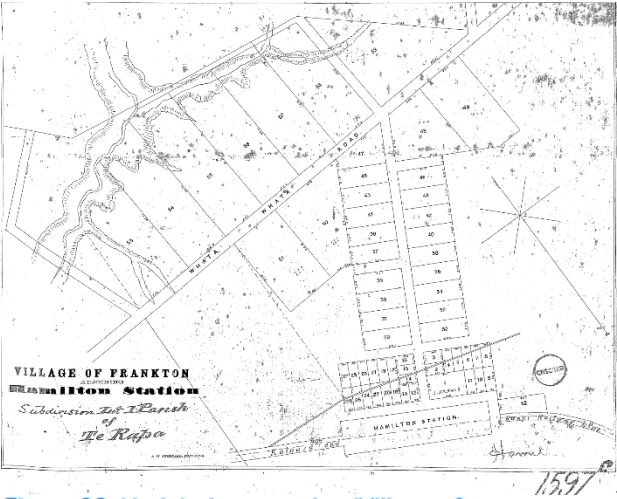


Figure 28: Undated survey plan 'Village of Frankton adjoining Hamilton Station' (retrieved from premise.co.nz)

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

Background

(Historic, Cultural and Archaeological Qualities)

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

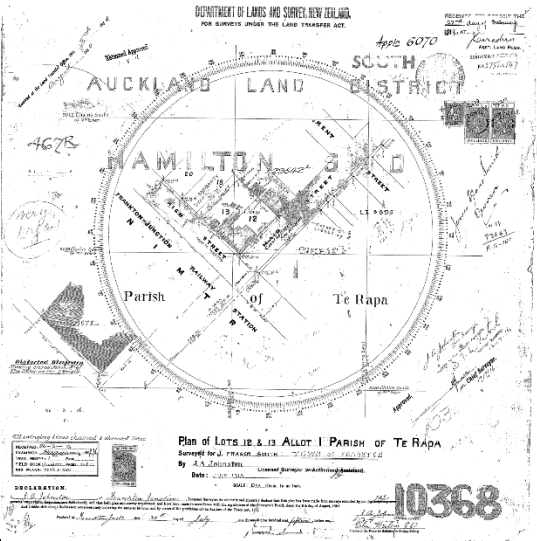


Figure 29. 1915 subdivision plan for Lots 12 and 13

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

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

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

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

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



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

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

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

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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 31. 1966, showing traffic moving across the railway

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

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

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

11 Frankton East.

Development Dates

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

City Extension

- Located in the 2nd extension, 1917

Summary of Values

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

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



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

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

Background

(Historic, Cultural and Archaeological Qualities)

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

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



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

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

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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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

10
12

**Frankton Railway
Village**

The Frankton Railway Village HHA comprises a series of streets located between Rifle Range Road and Massey Street; the area includes buildings directly fronting Rifle

Range Road.
Developed by the Railways Department the area provides a relatively unmodified example of a planned railway settlement and is a very clearly defined example of the railway workers suburb and comprehensive state housing schemes and control by the State Advances Corporation (1930s – 1950s) heritage theme. It is of at least moderate heritage value

Development Dates

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

City Extension

- Within the 2nd Extension April 1917

Summary of Values

The area represents a significant period of New Zealand and Hamilton's history, containing both the Railway Factory and the Frankton Railway Village. The village remains very unaltered, and whilst the factory building has undergone more change, it still maintains its original shape and form. The area illustrates the historic significance of Frankton as a Borough and the important role that Frankton and the Frankton Railway Junction have made to the history and growth of Hamilton.
The grid street pattern, with large area of public open space is typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.
Tall fences to the front of building lines would have a negative impact on the heritage values of the area, but timber picket fences or timber and wire fences with a significant degree of transparency of up to 1.2m could be inserted whilst maintaining the historic heritage values of the area.

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

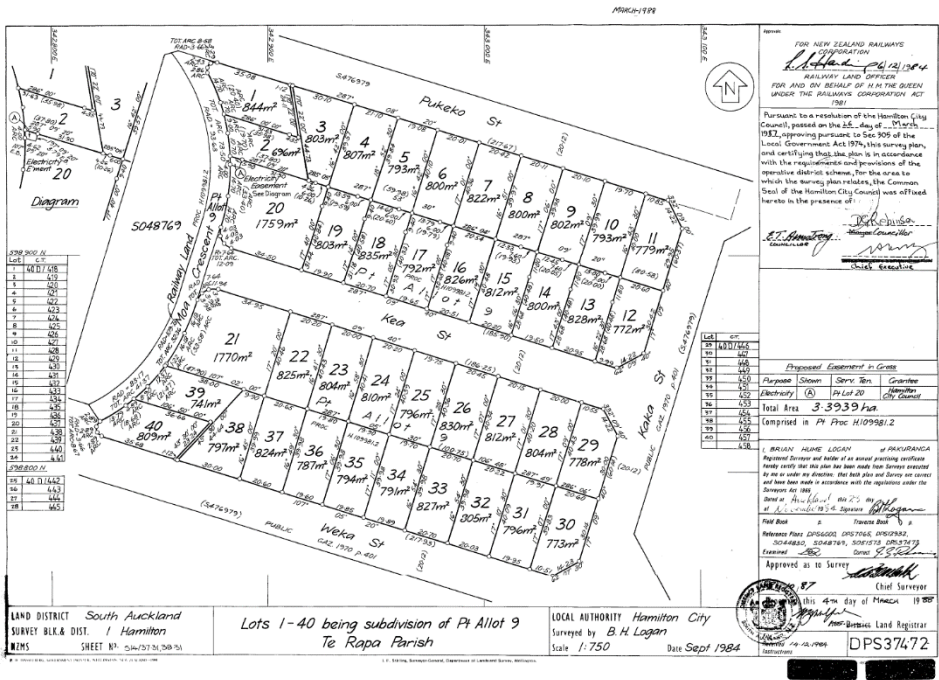


Figure 34. 1984 survey plan (retrieved from premise.co.nz)**Background**(Historic, Cultural and Archaeological Qualities)The Railways Department had provided homes for some of its workers since the 1880s.The New Zealand Government was only in the early stages of considering social housing when the Railway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

-

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

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

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

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

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



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

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

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

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

Background

(Historic, Cultural and Archaeological Qualities)



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

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

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

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

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

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

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

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

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

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

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

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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)—




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

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

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

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

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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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



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

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

14 Hooker Avenue
15

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

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

Development Dates

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

City Extension

- Located within the 8th extension to the city; April 1962.

Summary of Values

Hooker Avenue is part of a wider series of subdivisions by Chedworth Park Limited, located to the north of Chedworth Avenue.

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

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

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

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

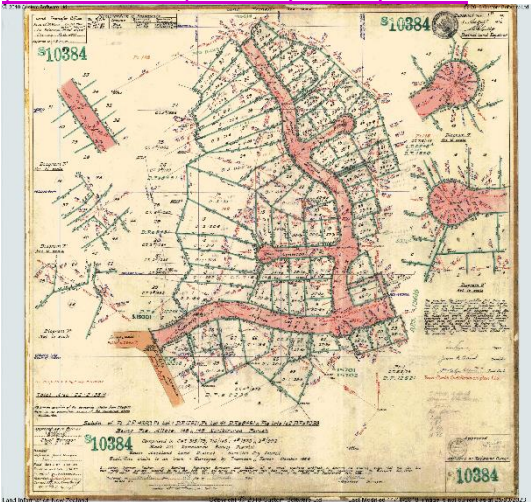


Figure 40. Original subdivision plan, showing long lots on the west side of the street (retrieved from premise.co.nz)

Background-**(Historic, Cultural and Archaeological Qualities)-****Hooker Avenue is a development by Chedworth Park Limited.-****Subdivision consent was granted for the majority of the development in December 1964, soon after being brought into the City in April 1962, with subsequent consents for further (northern) stages of the development.-****The 8th Extension to the City was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.⁵⁶ Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.⁵⁷-****The street was named in 1964 by the owner/developer after Mr Hooker of Hooker and Kingston, the previous owners of the property.⁵⁸ It forms part of a series of linked culs-de-sac located on the north side of Chedworth Road. Hooker Avenue is the only route into the area, which is contained by a vegetated gully to the west and Wairere Drive to the east.-****The original subdivision plan is unusual for the period in that some of the lots on the west are very long. This does not reflect the final approved subdivision pattern of the area, with these lots being redesigned to be more uniform in shape, and the annexed sections of lot being made reserve.-****Whilst not directly accessible from Hooker Avenue, the area includes planned areas of open space, with Hillary Park accessible from Hillary Street, which links from Hooker Avenue.-****The curvilinear road pattern and connected loop roads and culs-de-sac represents a good example of the Early Post War Expansions (1950 to 1980) development period subdivision design.-****Buildings and Streetscape Elements****(Architectural, Scientific and Technical Qualities)-****Figure 41: Cropped aerial photo, 1974. Most development was complete by that time (retrieved from retrolens.nz)****Buildings are detached, and are generally large. The majority of dwellings are single**

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

War Expansions (1950 to 1980) development period.

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

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

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

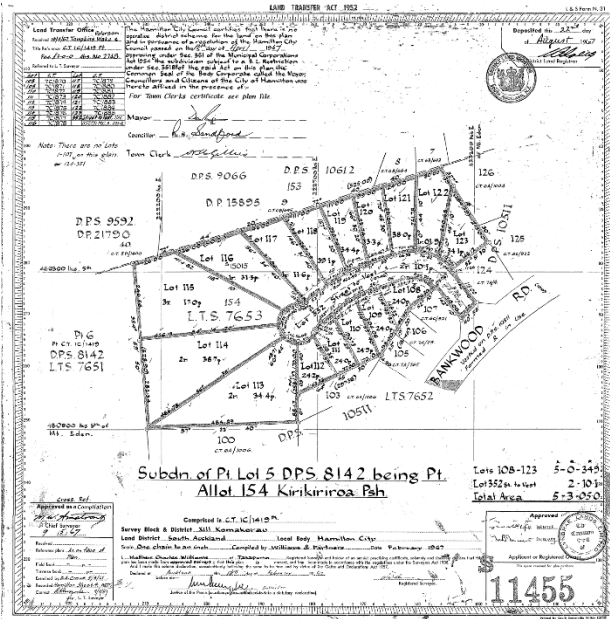


Figure 42. Original subdivision plan, 1967
(retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

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

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

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

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

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

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

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

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



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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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

Background-
(Historic, Cultural and Archaeological Qualities)

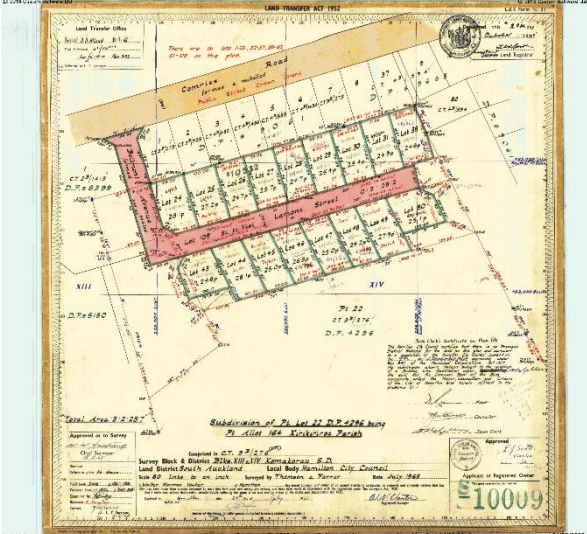


Figure 44: Original 1964 subdivision plan of Lamont Street (retrieved from premise.co.nz)

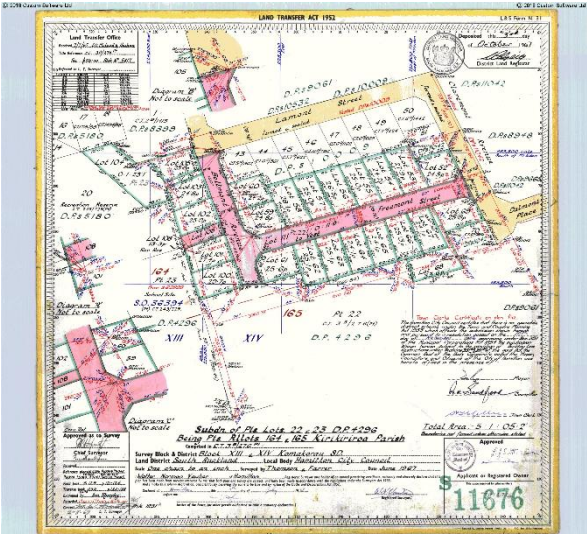


Figure 45: Original 1966 subdivision plan of Freemont Street

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

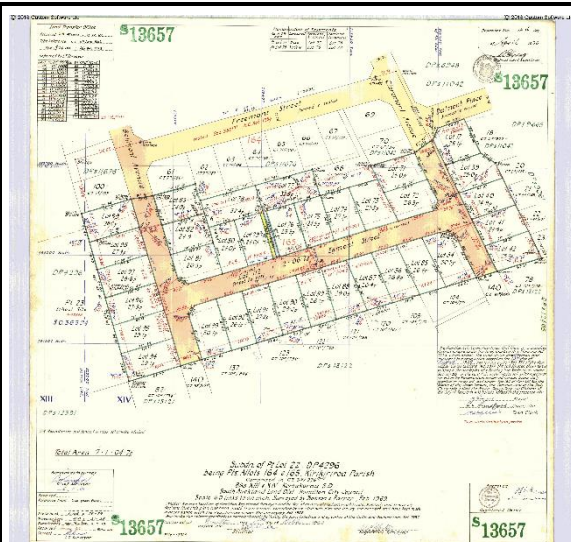


Figure 46. Original 1969 subdivision plan of Egmont Street (retrieved from premise.co.nz)

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

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

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


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

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

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

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

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

		<p>during and after inter-war growth (1890 to 1949) development period, with streets meeting at right angles and a back-to-back lot pattern. That Ascot Downs Limited chose such a development pattern during this period, which was at odds with the form of development seen in the wider local area brings interest and significance as a development in the Early Post War Expansions (1950 to 1980) development period.</p> <p><u>Buildings and Streetscape Elements</u> (Architectural, Scientific and Technical Qualities)</p>  <p>Figure 47: Cropped 1974 aerial photo showing vacant lots in Eamont Street (retrieved from www.retrolens.co.nz/)</p> <p>The majority of dwellings are single storey with some two storey dwellings. Plan forms vary, including L, T and shallow V shapes.</p> <p>The area is relatively flat, and the site layouts have taken advantage of this to provide dwellings which provide a positive frontage to the street.</p> <p>Buildings generally have brick elevations with some having a plaster or blockwork plinth (or ground floors in the case of the two storey buildings). Gable roofs dominate, although there are some hipped roof and Dutch-gable designs. Concrete tiles and corrugated steel are both seen. Buildings have large areas of horizontal proportion windows. This is typical of pattern book type houses in the Early Post War Expansions (1950 to 1980) development period.</p> <p>Lots are generally of a similar size and dimension (around 600m² to 700m²) with buildings generally of a similar setback and perpendicular to the street. Dwellings mainly have a formed driveway and parking, leading to a garage. The garages for most single storey dwellings are detached, whereas they are integral in the two storey buildings.</p> <p>The streets each have a narrow front berm with regularly spaced street trees. Views along the east-west roads are generally stopped by dwellings or trees beyond at each end. Chartwell Westfield Mall is a dominant feature seen over buildings from Lamont Street.</p> <p>Front yards are generally open plan with some low fences/walls (and limited low retaining walls) with only a small number of higher fences. There is significant planting within some front yard areas.</p>
18	Marama Street	<p>The Marama Street HHA comprises part of a series of street arranged in an offset grid pattern, extending from Seddon Road to Killarney Road. The Marama Street HHA is</p>

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



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

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

Background

(Historic, Cultural and Archaeological Qualities)

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

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

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

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



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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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

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

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

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

Development Dates

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

City Extension

- Within the 1st extension, October 1912

Summary of Values

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

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

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



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

Background

(Historic, Cultural and Archaeological Qualities)

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

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



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

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

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

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

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

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

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



Figure 52: Cropped aerial photo, 1942

(retrieved from www.retrolens.nz)

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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

- 'racecourse' and associated forest within Claudelands and Pountney Park at the end of Oxford Street-
- Single-storey detached villas and bungalows in an eclectic architectural style-

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

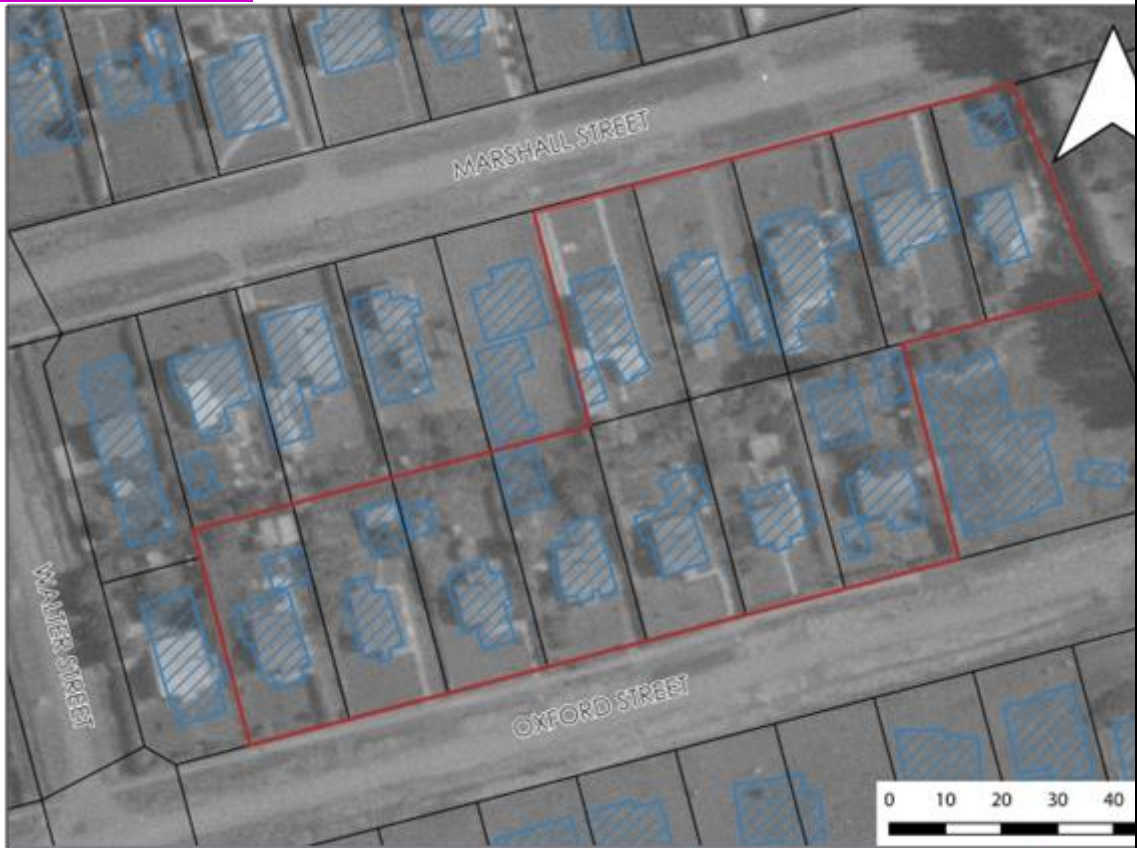


Figure 53. Aerial taken in 1948 of Marshall and Oxford Streets (Retrolens, SN530, with overlay).

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

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

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

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

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

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

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

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

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

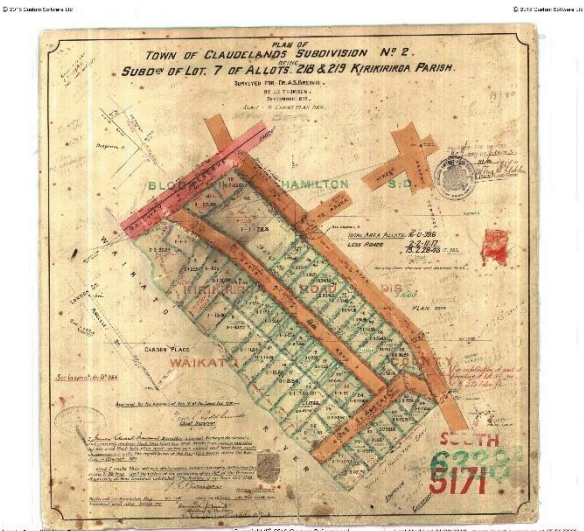


Figure 56. Brewis' 1909 subdivision plan (retrieved from [premise.co.nz](#))


Background
(Historic, Cultural and Archaeological Qualities)

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

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

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

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

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

City Extension-

- Located within the 5th extension, 1949-

Summary of Values-

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

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

Background-

(Historic, Cultural and Archaeological Qualities)-



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

The land of Sare Crescent was surveyed for subdivision in August 1949.⁷⁴ Lot sizes and shapes are more varied than other earlier State housing subdivisions, and range in size from 750m² to 1,000m² (¼ acre), positioned along a curvy street. Aerials show construction completed on both sides of street by August 1953.⁷⁶⁻

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

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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



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

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

26
23

Seifert Street

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

Development Dates

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

City Extension

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

Summary of Values

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

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

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

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

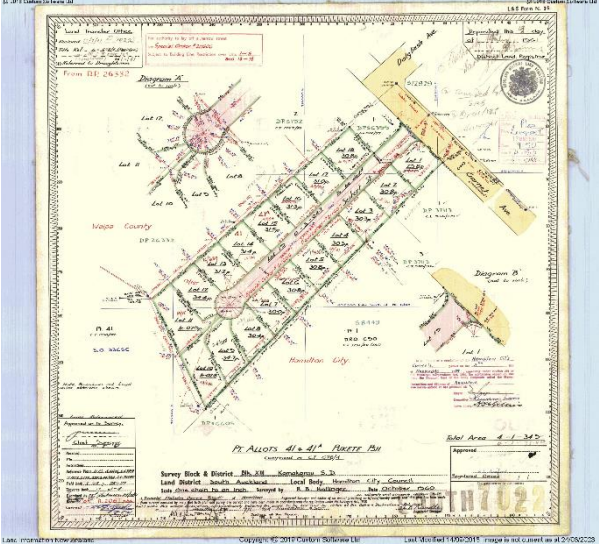


Figure 60: Approved survey plan, 1964 (retrieved from premise.co.nz/)

Background

(Historic, Cultural and Archaeological Qualities)

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

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

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

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

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

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



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

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



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

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

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

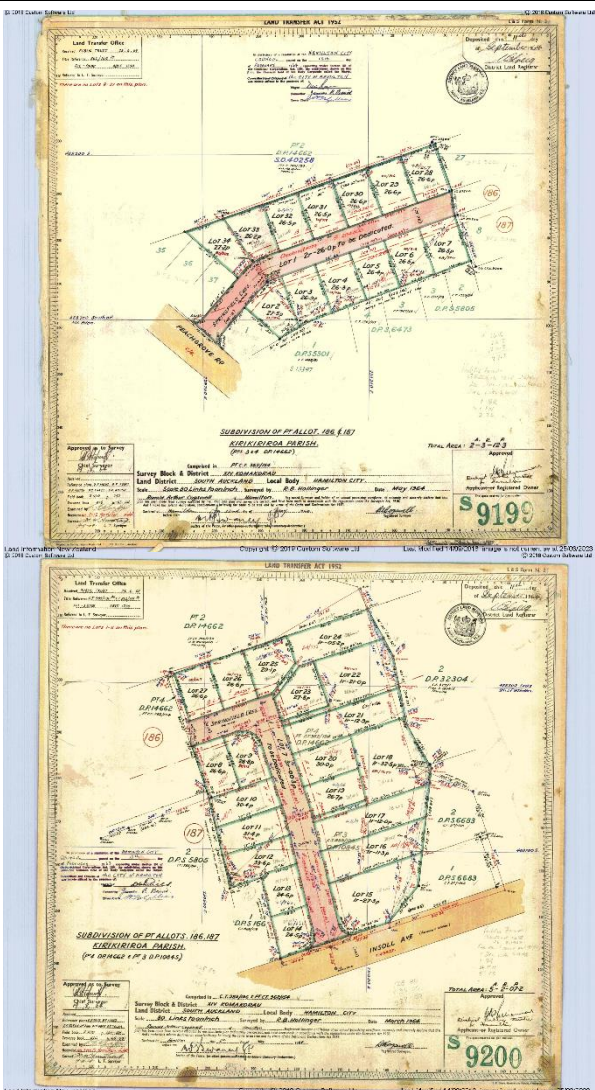


Figure 63: Original 1964 subdivision plan for east end of street (retrieved from premise.co.nz)

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

Background

(Historic, Cultural and Archaeological Qualities)–

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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)–



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

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



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

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

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Sunnyhills
Avenue

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

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

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

Development Dates

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

City Extension-

- Within 8th-extension 1962 and 9th-extension 1977-

Summary of Values-

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

The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with little subdivision or development from its establishment. The dwellings in that part of the street within the HHA are largely 1970s builds, dating from the original subdivision of the street, and most appear to be relatively unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1970s buildings.

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

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

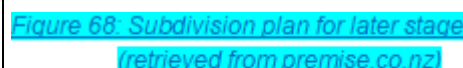


Figure 67: Subdivision plan for first section of the street, 1969 (retrieved from premise.co.nz/)

Background-

(Historic, Cultural and Archaeological Qualities)-

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



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

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

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

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

storey dwellings. Gabled roof dominate with the majority having tiled coverings. Buildings have large areas of horizontal proportion windows. Areas of fibre cement cladding are included on the gables or above and below windows on many buildings. Many buildings have integral garages, although some single storey buildings have detached garages; each has a fully formed driveway providing connection to the street.

Lots vary in size from around 650m² to 850m², although this variation is not recognisable from the street with the area appearing consistent. There are some rear lots, although these are not included within the HHA.



Figure 69: Aerial photo of the partly completed site. 1974 (retrieved from www.retolens.nz)

There are some retaining walls along property boundary with the street, these are often in blockwork although other materials are also seen. Apart from these retaining walls, the majority of sites within the area have open frontages, with planting within front yards.

The street has a wide carriageway, narrow berms and footpaths with regularly spaced street trees along both sides. The curving alignment of the street and changing levels add interest illustrate how developments of the era worked with the topography, and clearly illustrates the form of development expected in the Early Post War Expansions (1950 to 1980) development period.

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Te Aroha (East)

The Te Aroha Street (east) HHA includes the network of connected streets including Te Aroha Street from east of Grey Street through to Peach Grove, and a range of streets connecting north and south from this including Bell Street, St Olpherts Avenue and St Winifreds Avenue what are each culs-de-sac which connect northwards to the railway, and Bond Street, Bains Avenue, James Street, Warr Street, Argyle Street and Armagh Street to the south.

The area is representative of the early establishment of a service town (pre-1930s) heritage theme. It is of at least moderate heritage value.

Development Dates

- Shown on survey of Township of Claudelands 1879, although many

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

City Extension

- ~~Within the 1st extension, October 1912~~

Summary of Values

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

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

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

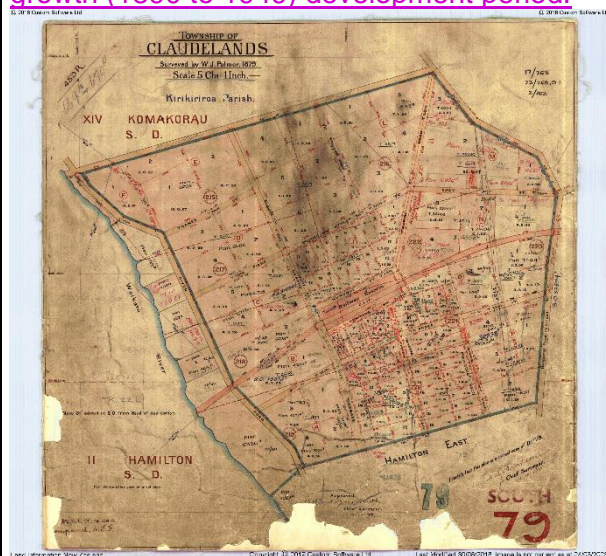


Figure 70: Claude's 1879 Town of Claudelands
(retrieved from premise.co.nz)

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

Background

Background - (Historic, Cultural and Archaeological Qualities)

~~Historic, Cultural and Archaeological Studies~~
Prior to the 1864 invasion of the Waikato by colonial troops, Miropiko Pā, at River

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



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

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

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

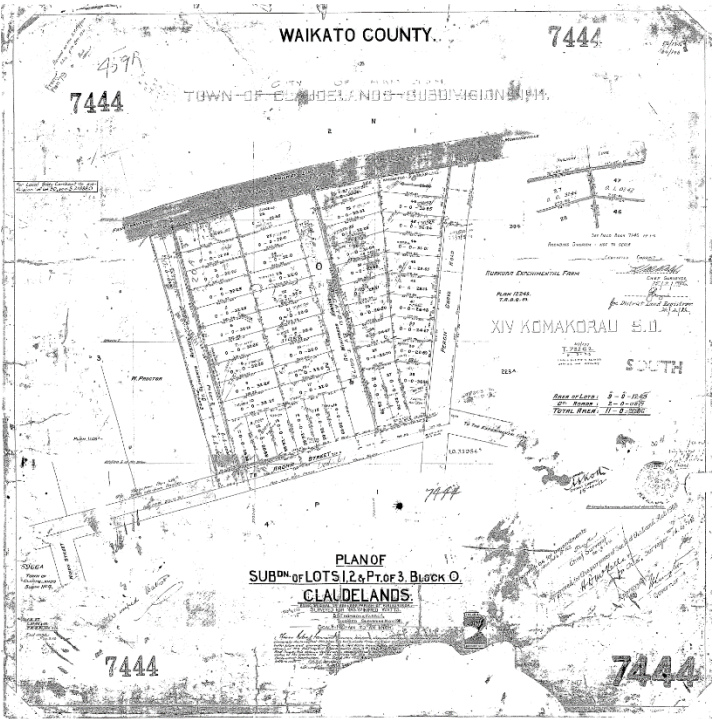


Figure 72: 1911 Survey of St Winifreds Street for Winifred Watts (retrieved from premise.co.nz/)

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

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

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

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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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

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



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

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27

Templeview

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

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

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

Development Dates

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

=

City Extension

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

Summary of Values

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

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

Background⁸⁵
(Historic, Cultural and Archaeological Qualities)



Figure 74: The Temple during construction, 1958
(<https://www.thechurchnews.com/temples/2022/8/25/23317710/hamilton-new-zealand-temple-compare-interior-exterior-photos-1950s-and-today>)

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

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



Figure 75: Workers during construction 1957
(<https://www.thechurchnews.com/temples/2022/8/25/23317710/hamilton-new-zealand-temple-compare-interior-exterior-photos-1950s-and-today>)

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

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

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

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



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

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

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

Buildings and Streetscape Elements

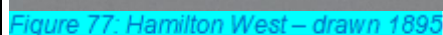
(Architectural, Scientific and Technical Qualities)

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

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

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

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



(Historic, Cultural and Archaeological Qualities)

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

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

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

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

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

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

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

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

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

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



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

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)–

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

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

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



Figure 79. Retrolens 1948

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

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

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

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

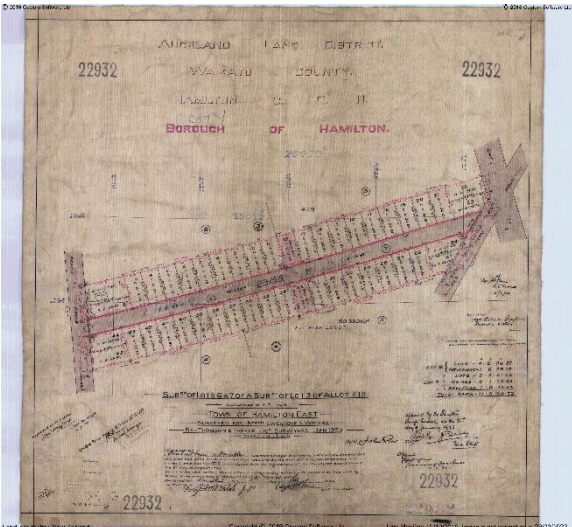


Figure 80: 1923 subdivision plan for Wilson Street (retrieved from premise.co.nz)

Background

(Historic, Cultural and Archaeological Qualities)

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

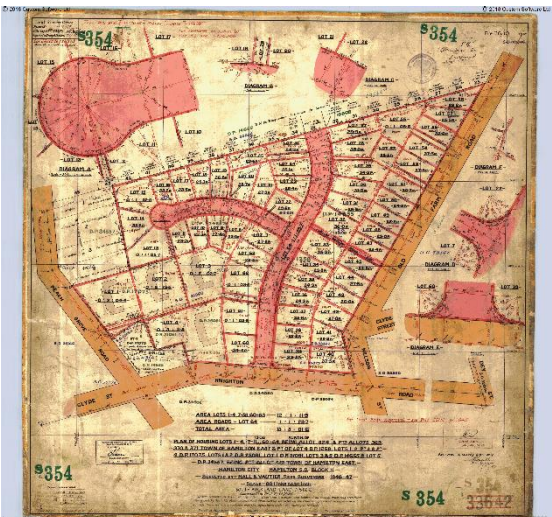


Figure 81: 1950 subdivision plan for Pinfold Avenue and Watts Crescent (retrieved from premise.co.nz)

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

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



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

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

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



		<p><u>Figure 83. Cropped 1948 aerial photo showing development in Pinfold Avenue/Watts Crescent as well as additional dwellings in Wilson Street (retrieved from www.retrolens.nz)</u></p> <p><u>Wilson Street includes buildings in the California and English Bungalow styles, as well as State House styles. The latter are mainly contained to the southern side of the street, to the east of the intersection with Pinfold Avenue on lots which were vacant on the 1938 aerial photo. It appears likely that they were constructed concurrent with the dwellings in Pinfold Avenue and Watts Crescent, which have similar state house designs with weatherboard elevations, clay tile roofs and multipaned timber casement windows.</u></p> <p><u>By 1953 the semi-detached/duplex dwellings at 11 to 21 Pinfold Avenue had been developed. These dwellings have significant heritage value as a group and as individual buildings.</u></p> <p><u>Wilson Street includes substantial regularly spaced street trees. Lots are of a generally regular size/dimension, over a broadly flat landform, with a consistent layout of buildings within them. Within Pinfold Avenue street trees are in places less regular, and whilst lot width does vary in response to building typology there is consistency in the building style.</u></p> <p><u>Within Wilson Street, frontage are generally enclosed by fences or planting, with a greater number of open plan frontages in Pinfold Avenue.</u></p>
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<u>ID</u>	<u>HHA</u>	<u>Statement</u>

19 Historic Heritage

19.1 Purpose

This chapter is subject to the following plan changes:

Plan Change 9 with proposed new text are underlined with green highlighting

Plan Change 9 with proposed deleted text have ~~strikethrough with red highlighting~~

Plan Change 9 section 42A recommendations (June 2023) with new text being underlined and deleted text with ~~strikethrough~~

Plan Change 9 section 42A updated recommendations (October 2023) with new text being underlined and deleted text with ~~strikethrough~~

- a. Historic heritage is a natural or physical resource and is defined in the Act. This chapter addresses historic structures and their immediate surroundings, historic heritage areas, and sites of archaeological or cultural significance, and relates to the relationship of Maaori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.
- b. ~~The purpose of this chapter is to identify those individual buildings, structures, places and sites that are significant~~ Hamilton has a rich history, and therefore warrant recognition in addition to the knowledge, wisdom and protection guidance gained from past generations; there are as well, a number of key documents and statutes are particularly relevant. These items are listed in include the Resource Management Act; and the Waikato Tainui Raupatu Claims (Waikato River) Settlement Act 2010 (the Settlement Act) and Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River (refer Volume 2, Appendix 8:10)
 - i. ~~Schedule 8A: Built Heritage (buildings, structures~~ The Settlement Act recognises the Waikato River as tuupuna which has mana and associated sites) in turn represents the mana and mauri of Waikato-Tainui. The Waikato River is both a physical and a metaphysical being. The relationship of Waikato-Tainui with the Waikato River gives rise to responsibilities to protect te mana o te awa and to exercise mana whakahaere in accordance with long-established tikanga to ensure the restoration and protection of the wellbeing of the river.
 - ii. ~~Schedule 8B: Group 1~~ While many sites of archaeological or cultural significance have been destroyed, damaged or highly modified by urban development and are not easily recognisable for their original purpose and form, their historical and cultural importance has not diminished. Archaeological sites form an important part of the cultural history of the City and Cultural Sites should be appropriately recognised and protected for the benefit of current and future generations.
- c. ~~There~~ In many cases, a site has both archaeological significance and significance to Maaori and the extent of such sites can be more extensive, than the recorded archaeological site. Council acknowledges that it is potential only appropriate for cultural artefacts Mana Whenua to be found identify their relationship and for archaeological sites to be discovered throughout that of their culture and traditions with their ancestral lands, water, areas, waahi tapu and other taonga, including the City. Schedule 8C: Group 2 Archaeological and Cultural Sites in Volume 2, Appendix 8, identify areas where there is a higher potential for finding artefacts and extent of the values associated with the archaeological sites.
- d. ~~Mana~~ There are no additional controls Whenua have historical rights, authority and control associated with their taonga, sites of significance within Hamilton, despite Mana Whenua historically not being involved in decision making that fulfils their obligations and responsibilities as kaitiaki. This has meant that Mana Whenua have been unable to prevent the plan on desecration of some taonga, areas of significance, at the expense of development. Furthermore, the relationship of Mana Whenua with sites and areas of significance has deteriorated, as access to these sites that are identified for information purposes only. If artefacts areas has either been extinguished or archaeological sites are discovered an

Authority must be obtained from Heritage New Zealand Pouhere Taonga restricted.

Buildings Built Heritage (Buildings and Structures)

- g. Rapid growth over the last decade has resulted in redevelopment and intensification of both residential and business sites and in some circumstances this has led to the loss of heritage values. Demolition of heritage buildings often results because a viable use has not been, or cannot be, identified, or because of the high cost of maintenance, restoration or adaptation. Heritage items are a finite resource which cannot be replaced.
- h. Unsympathetic alterations or additions can damage heritage values associated with heritage buildings or structures. While modifications are often needed to make built heritage usable (e.g. telecommunication upgrading, energy-efficiency and conforming with fire, earthquake and access standards) these need to be undertaken in a manner that protects the heritage value.
- i. Removing **buildings** from their original setting or partial demolition that retains only the façade of the building, can change their context and diminish their historic significance. The modification of the surrounding environment can also reduce heritage values. For example, the removal of mature trees and vegetation, changes to fences, or the addition of new buildings on the site can all reduce the overall heritage value.

Historic ~~Historical~~ Heritage Areas

- j. Hamilton's historic urban areas contribute to the City's unique identity, to its economy and to the wellbeing of its residents. Hamilton's development and evolution has been unique, and had been shaped by the significance of the River, the laying out of the early grid road systems on the high ground to the east and west, the coming of the railway and its extension over the River and eastwards, and the road links to Auckland and the wider Waikato.
- k. Redevelopment and intensification in existing residential and business areas has the potential to result in the loss of heritage values. Active stewardship is needed to protect these areas from inappropriate subdivision, use, and development.
- l. The identification of Historic Heritage Areas (HHAs), across the city, seeks to address this by recognising areas which have identifiable historic heritage significance to the history and identity of the city, which are consistent in their physical and visual qualities, and which have clearly identified historic heritage values.
- m. Rather than focus on architectural periods or styles, three Development Periods have been identified, which each represents a segment of Hamilton's development history which has created distinctive forms of urban landscape and which each met the particular socio-economic needs of Hamilton's society at the time.
- n. A review of cartographical sources and documentary records has identified a three-part sequence of change in the pre-1980 urban area in Hamilton; the Development Periods:
 - Pioneer Development (1860s–1880s)
 - Late Victorian and Edwardian and during and after inter-war growth (1890s–1940s)
 - Early post-war expansion (1950s–1970s).
- o. The methodology utilised has been designed to identify those areas which are the best

remaining examples for each Development Period, that is those areas which are of at least moderate heritage significance to the city, regionally or nationally.

- p. A total of 29 areas in Hamilton are recognised as having historic heritage values which are representative of a development period which has historic heritage significance to the development of the city, and which are consistent in their physical and visual qualities.
- q. Each HHA is supported by a Statement, which confirms its historic heritage values, its background (Historic, Cultural and Archaeological Qualities) and its Buildings and Streetscape Elements (Architectural, Scientific and Technical Qualities). The statements are intended to assist owners and applicants to understand the contribution that each area makes to the city and will be utilised in the assessment of resource consents within HHAs in line with the relevant policies, objectives, rules and relevant assessment criteria.
- ~~j. The intention of the Historic Heritage Area is to identify, protect, maintain and enhance the respective heritage attributes of those areas. A total of 32 areas in Hamilton are recognised as having a distinctive historical heritage value (Refer to Volume 2, Appendix 8: Schedule 8D—Historic Heritage Area). The historic significances for an area are influenced by the representative of a period of development which has historic heritage significance in the development of the city, as well as the consistency in physical and visual qualities.~~
- k. The physical and visual qualities are attributes to the heritage values and they include the consistencies of:
- i. Street and block layout
 - ii. Street design and street trees,
 - iii. Lot sizes, dimensions and development density,
 - iv. Lot layout and position of buildings and structures onsite,
 - v. Topography and natural environment,
 - vi. Architecture and building typologies and
 - vii. Street frontage treatments.
- The values of these heritage areas can be compromised by site redevelopment, infill development, demolition of existing buildings and structures, additions and alterations of existing buildings, and additions of other buildings and structures such as accessory buildings, fences and retaining walls, if these have little regard to the area's representatives and consistencies of those heritage attributes.
- ~~l. Design and layout of the sites and the placement of buildings are critically important, and they must address potential adverse environmental effects and ensure a good quality urban environment is achieved through design and heritage impact assessment to consider their compatibility and be sympathetic with identified heritage values of the area. Standards have been placed on the use, development and demolition of buildings to manage change in these areas.~~
- m. Each historic heritage area is supported by a Historic Heritage Statement identifying the

locations and representativeness of the area. Assessment of proposals for development and modifications to buildings within these areas will be considered against the relevant policies and the historic heritage area statements and a site-specific Heritage Impact Assessment to be provided as part of the development.

- n. For activities that are not specifically within an HHA, they will be managed through the provisions and controls of the underlying zoning chapters.

Archaeological and Cultural Sites

- o. Hamilton has many sites of historic and cultural heritage significance that are of archaeological and cultural significance. Some of these are associated with European settlement, while others are significant to Waikato iwi and local hapu hapuu.
- p. Archaeological The Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT Act) is the primary legislation for the management of archaeological sites, and all archaeological sites include are protected under the HNZPT Act. An archaeological site is defined in the HNZPT as any place in New Zealand, including buildings, structures and shipwrecks, that was associated with pre-1900 human activity where there is evidence relating to the history of New Zealand that occurred before 1900 can be investigated using archaeological methods.
Archaeological The District Plan must recognise and provide for the protection of historic heritage from inappropriate subdivision, use and development, and also can play an important role in providing information to assist in awareness of the protection of archaeological sites can include military redoubts, objects and locations associated with industry (e.g. flour mills and a lime kiln), as well as locations of early settlement under the HNZPT Act.
- q. Many sites archaeological sites in the City are not visible on the surface, but may have underground features and artefacts which could be disturbed or damaged through earthworks and construction. Digging foundations and other activities can damage historical sites archaeological sites, especially if there is a lack of awareness of historical significance or the potential to uncover historic features. Important features of a site (like filled-in trenches of a pa or kumara pits or building foundations) may still exist below the surface.
- r. While many sites sites have been destroyed or damaged extensively modified by urban development and are not easily recognisable for their original purpose and form, their historical or cultural importance has not been diminished. Sites Subsurface features, such as artifacts, taonga and physical forms may still exist. Sites of archaeological and cultural significance form an important part of the cultural history of the City and should be protected for the benefit benefits of current and future generations.
- s. The relationship of Maaori and their culture and traditions with their ancestral lands, water, waahi tapu and other taonga may be destroyed or compromised through inappropriate subdivision, use or development. Kaitiakitanga or guardianship and protection of the land, water, waahi tapu and other taonga is an important issue matter for Waikato iwi and local hapu hapuu and section 7a of the Act requires particular regard to be had to Kaitiakitanga. The majority of the identified archaeological sites are considered by Mana Whenua to also be part of wider sites of significance to Maaori.
- t. Section 6e of the Act requires that in relation to managing the use, development, and protection of natural and physical resources: the relationship of Maaori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga is recognised and provided for. Section 6f of the Act requires the recognition and provision for the protection

of historic heritage from inappropriate subdivision, use, and development. Under section 7a of the Act, as a matter of national importance, particular regard must be had to kaitiakitanga.

- u. The potential adverse effects of subdivision, use and development that the provisions address, include inhibiting or improving the responsibility of Kaitiaki in relation cultural sites, and effects on mauri, mana, tapu, hononga, taonga, tikanga, kawa, cultural activities and customary activities.
- v. The information regarding archaeological sites is not exhaustive and the obligations of the Heritage New Zealand Pouhere Taonga Act 2014 apply throughout the City. There is potential for cultural artefacts and physical remnants from past human activities that are of cultural, historic, or scientific interest and that are not recorded or scheduled to be found and for archaeological and cultural sites to be discovered throughout the City. Those obligations include that if an archaeological site is discovered an Authority must be obtained from Heritage New Zealand Pouhere Taonga before undertaking any activity that will or may modify or destroy the whole or any part of any archaeological site.

Policy Framework of the Chapter

- a. The policy framework of this chapter addresses the protection of historic heritage in three categories: buildings and structures, historic heritage areas and archaeological and cultural sites.
- b. Schedules in Volume 2, Appendix 8 – Historic Heritage identify:
 - i. Schedule 8A: Built Heritage (buildings and structures).
 - ii. Schedule 8B: Group 1 Archaeological and Cultural Sites.
 - iii. Schedule 8C: Group 2 Archaeological and Cultural Sites.
 - iv. Schedule 8D: Historic Heritage Areas

19.2 Objectives and Policies: Historic Heritage

All Historic Heritage

Objective	Policies
19.2.1a.1 The City's historic <u>Historic</u> heritage shall be protected from that contributes to an understanding and appreciation of the adverse effects <u>history and culture of subdivision the City is identified, use and development significant heritage resources are protected.</u>	19.2.1a The City's historic heritage shall be <u>is</u> protected from the adverse effects of <u>inappropriate</u> subdivision, use and development.
	19.2.1b Ensuring that where features have been destroyed or damaged, the historical <u>Historic heritage resources and</u> heritage values of these sites are <u>shall be identified, recorded and recognised to ensure maintain and enhance the sense of identity and wellbeing of the City's residents and</u> the historical legibility of Hamilton <u>the City.</u>
	19.2.1c Subdivision and development shall adhere to the conservation principles of International Council on Monuments and Sites (ICOMOS) being the New Zealand Charter (2010) for the

	Conservation of Places of Cultural Heritage Value where applicable.
	<p>19.2.1d <u>The relationship Mana Whenua have with both the whenua and awa, and the spiritual, cultural and/or historical significance of the whenua and awa has to Mana Whenua shall be recognised and provided for.</u></p>
	<p>19.2.1e <u>Signs on buildings, structures and/or sites listed in Schedule 8A or 8B must:</u></p> <ul style="list-style-type: none"> i. <u>Be associated with lawful activities on the site;</u> ii. <u>Be consistent with and maintain or enhance the historic heritage values;</u> iii. <u>Avoid, remedy or mitigate adverse effects on the heritage resource.</u>

Explanation

Historic places make a significant contribution to the sense of identity and wellbeing of the City's residents. A wide range of heritage values need to be protected, including buildings, structures, sites and their setting and surroundings with historical, ~~social,~~ cultural, architectural, scientific, archaeological or technological significance. The District Plan matches levels of protection with the classification of the item so the City's most significant items are protected. For Iwi and Hapuu this provides for the mana and wairua of the site to be recognised, and for owners and developers the identification provides certainty for the future.

Heritage resources are vulnerable to change, and once lost cannot be replaced. It is therefore important to seek means to avoid adverse effects on historic places. The District Plan controls activities recognised as having an adverse effect on the heritage values of identified historic places.

Heritage New Zealand Pouhere Taonga has the primary responsibility for the regulation of activities relating to archaeological sites under the Heritage New Zealand Pouhere Taonga Act 2014. Guidance on the principles for the conservation of places of cultural heritage value can be found in ICOMOS being the New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value.

Objective	Policies
<p>19.2.2 The heritage values of a diverse and representative range of natural, physical and cultural resources are protected.</p>	<p>19.2.2a Items of significant heritage value (buildings, objects, areas, trees and sites) shall <u>will</u> be scheduled.</p>
	<p>19.2.2b The loss of heritage values associated with scheduled items shall be avoided.</p>
	<p>19.2.2c Outstanding examples of a particular type of site, or sites <u>historic heritage</u> that are highly significant to the community shall be scheduled.</p>

Explanation

Historic heritage is an integral part of Hamilton's character and its future development. ~~For~~ For this reason the destruction or alteration of buildings, buildings, or significant elements of buildings, objects, areas, trees, buildings and Maaori sites, structures, that are of heritage significance will be assessed against criteria which seek to maintain an item's heritage value values. As well, works within the extent of archaeological and cultural site, must

recognise the heritage significance to ensure these heritage values are maintained. The items and areas of historic heritage (built heritage and archaeological and cultural sites and areas), set out the Schedules in Appendix 8 have been assessed against the criteria contained in Appendix 8 respectively. The loss of heritage values will be considered through a resource consent process.

Buildings

Built Heritage (Buildings and Structures)

Objective	Policies
<p>19.2.3 The heritage values of significant buildings, structures and their immediate setting and surroundings are protected.</p>	<p>19.2.3b Relocation of buildings and structures in Schedule 8A within the site identified in Schedule 8A is avoided, except where:</p> <ol style="list-style-type: none"> The relocation is necessary to facilitate the on-going use, adaptive re-use, or protection of the building or structure or to ensure public safety; The relocation allows for significant public benefit that would not otherwise be achieved; Measures will be taken to minimise the risk of damage to the building or structure; The relocation will provide continuity of the heritage values of the building or structure; The building or structure will remain within the site and is as close to the original location as is practicable; and The relocation maintains the heritage values and significance of the building or structure. <p>19.2.3b.3c Demolition or relocation Subdivision and/or development of buildings and structures ranked B the site identified in Schedule 8A should be discouraged. shall retain, protect and enhance the heritage values of any building or structure listed within Schedule 8A, including by ensuring that:</p> <ol style="list-style-type: none"> The proposal is compatible with the sensitivity of the heritage building or structure and its setting and surroundings to change and its capacity to accommodate change without compromising the heritage values of the building or structure; The proposal is compatible with the heritage values, including the form, character, scale, proportions, materials and finishes; and Subdivision and/or development of the site identified in Schedule 8A will not adversely affect the visibility of the heritage building or structure from public places;

	<p>iv. <u>The resulting setting of the building or structure is sufficient to maintain or enhance the heritage values.</u></p> <p>19.2.3d Subdivision and development shall avoid any potential cumulative adverse effects on any building or structure listed in Schedule 8A.</p> <p>19.2.3e <u>Heritage</u> Subdivision <u>buildings</u> and <u>development structures</u> shall <u>retain, protect and enhance the</u> <u>be used in a manner that ensures</u> heritage values <u>of any building are not damaged or</u> <u>structure listed within Schedule 8A destroyed.</u></p> <p>19.2.3f <u>Heritage buildings</u> <u>The form, scale, character, location, design, materials and structures finish of any development within the setting of a historic heritage building or structure in Schedule 8A, shall be used in a manner that ensures essential consistent with identified heritage qualities are not damaged or destroyed.</u></p>
<p>19.2.3g The <u>design, materials and finish</u> <u>continued use or adaptive reuse</u> of any <u>development building or structure of identified heritage value</u> shall be <u>encouraged where:</u></p> <ul style="list-style-type: none"> i. <u>The continued use is integral to the heritage values of the building or structure, that use should be retained</u> ii. <u>Any works undertaken to adapt the building or structure for the new use are undertaken in a manner that is consistent with identified and protects the heritage values of the building or structure and its surroundings; and;</u> iii. <u>Any works undertaken are kept to the minimum necessary for the use or adaptive reuse and keep the heritage fabric of the building or structure as intact as possible.</u> 	
	<p>19.2.3h The site surrounding the heritage building or structure shall be protected to the extent that it contributes to the heritage values.</p> <p>19.2.3i <u>The continued use</u> <u>Any work for earthquake strengthening, fire protection, building services and accessibility upgrades to heritage buildings and structures must ensure that the materials and design reflect the heritage values, and avoid, remedy or adaptive reuse mitigate any adverse effects on heritage values, including by:</u></p> <ul style="list-style-type: none"> i. <u>Protecting, as far as practicable, architectural features and details that contribute to the heritage values of any building the building or structure;</u> ii. <u>Retaining or reinstating the appearance of identified the original façade; and</u>

	<p>iii. <u>Minimising the visual effects of additions to the heritage value shall be encouraged</u> building or structure.</p> <p>19.2.3j <u>Any work on heritage buildings and structures in Schedule 8A shall be carried out in a manner that:</u></p> <ul style="list-style-type: none"> i. <u>Focuses any changes to those parts of the heritage building or structure that have more potential to accommodate change (other than where works are undertaken as a result of damage);</u> ii. <u>Conserves, and wherever possible enhances, the authenticity and integrity of the building or structure;</u> iii. <u>Identifies, minimises and manages risks or threats to the structural integrity and heritage values of the building or structure, including from natural hazards;</u> iv. <u>Documents the material changes to the heritage building or structure and heritage setting;</u> v. <u>Is reversible wherever practicable (other than where works are undertaken as a result of damage);</u> vi. <u>Distinguishes between new work and existing heritage fabric in a manner that is sensitive to the heritage values;</u> vii. <u>Maintains the building or structure to prevent deterioration and to retain its heritage value</u> <p>19.2.3k <u>Encourage Modification of the strengthening interior of buildings or structures in Schedule 8A to increase their ability to withstand future earthquakes while minimising is enabled as a means of encouraging use, re-use or adaptive reuse and facilitating the significant loss retention and protection of associated the exterior heritage values.</u></p>
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Explanation

The demolition of historic places can result in the loss of associated heritage values. The aim of the District Plan is to minimise the loss of any historic buildings and structures within Volume 2, Appendix 8, Schedule 8A. Demolition of highly significant historic buildings and structures will be considered only in exceptional circumstances.

Inappropriate additions or major alterations to historic buildings and structures also have the potential to destroy or degrade heritage values. However, minor or routine maintenance and repair enables items to be maintained. In most cases, the exterior of historic buildings and structures is more sensitive to change through unsympathetic changes than the interior. Changes to the interior of heritage buildings are not controlled as change is considered necessary to ensure buildings are useable. The strengthening of historic heritage buildings to meet earthquake strengthening requirements is important to ensure heritage buildings and structures are safe and useable. However, the strengthening of these buildings and structures still needs to ensure the heritage values are retained.

Removal of a building from its original site or changes to a building's setting (e.g. destruction of gardens, trees and other heritage buildings) can affect heritage values and reduce its significance. However, in some

circumstances, relocating the item off-site may be the only way to protect the item. Other structures, signs or lighting on historic buildings and structures can also impact on heritage values. The District Plan also encourages activities that will facilitate the retention and enhancement of historic buildings and structures. Greater flexibility in what historic buildings and structures can be used for, while ensuring the management of any potential adverse effects, can help their preservation by finding an ongoing use.

Historic Heritage Areas

Objective	Policies
<p><u>19.2.4</u> That historic heritage areas which have identifiable historic heritage significance to the history and identity of the city are identified and protected from inappropriate subdivision, use, and development.</p> <p><u>19.2.4</u> The heritage values of a historic heritage area are identified and protected.</p>	<p><u>19.2.4a</u> Ensure that areas which have identifiable historic heritage significance are identified in Schedule 8D of the plan.</p>
	<p><u>19.2.4a</u> Cumulative adverse effects on the heritage values of the areas are avoided wherever practicable.</p>
	<p><u>19.2.4b</u> Cumulative adverse effects on the heritage values of HHAs are avoided wherever practicable.</p>
	<p><u>19.2.4b</u> The design, material use and placement of buildings and structures is compatible and sympathetic with the heritage values for the area being identified.</p>
	<p><u>19.2.4c</u> Enable the use, development and adaptation of buildings and sites within HHAs where it will not result in adverse effect on the significance of the site or HHA as a whole and is guided by the purpose and principles of the ICOMOS New Zealand Character for the Conservation of Places of Cultural Heritage Value.</p> <p><u>19.2.4e</u> The design, material use and placement of buildings and structures, including relocated buildings and additions and alterations to existing buildings, demonstrate consistency with the physical and visual qualities of the historic heritage area through a Heritage Impact Assessment.</p>
	<p><u>19.2.4d</u> Where development is proposed within a HHA, protect the historic heritage significance of the HHA, ensuring that: the form, scale and proportion of the development, and the proposed materials, do not detract from the heritage significance of the HHA; the location of development does not detract from the relationship that exists with other buildings and sites in</p>

	<p><u>the HHA or with the street;</u></p> <p><u>19.2.4d</u> <u>The effects of demolition or removal of existing building, including detached accessory building, on a front, corner or through site within a historic heritage area is managed to protect the identified historic heritage values.</u></p>
	<p><u>19.2.4e</u> <u>Discourage the demolition or removal of existing buildings from HHAs unless evidence is provided which demonstrates that:</u></p> <ul style="list-style-type: none"> i. <u>The demolition or relocation of the building off site does not detract from the heritage significance of the HHA</u> ii. <u>Other reasonable alternatives have been shown to be impractical.</u> iii. <u>There is a significant risk to public safety or property if the building is to remain.</u> iv. <u>Appropriate mitigation is provided.</u>
	<p><u>19.2.4f</u> <u>Ensuring that any car parking, servicing, lighting and sign requirements do not adversely affect the heritage values of the area or the relationship of a building with the streetscape.</u></p>
	<p><u>19.2.4g</u> <u>Require that all proposals for resource consent within an HHA are accompanied by a Heritage Impact Assessment which considers the effects of the proposal on the heritage values of the site and the HHA as a whole.</u></p>

Explanation

All the areas which have been identified as a HHAs have particular historic heritage significance and historic heritage values which are representative of a development period which has historic heritage significance to the development of the city, and which are consistent in their physical and visual qualities. It is important that these unique qualities are identified, and any new development is sensitive and is compatible with them.

These policies seek to retain and manage the historic values of each HHA. Each HHA is supported by a Statement identifying its historic heritage significance. Assessment of proposals for development and modifications to buildings within these areas will be considered against the relevant objectives, policies, the historic heritage area statements and the historic values that are identified in those statements.

These policies seek to retain and manage the historic values of specific areas identified as having collective and cohesive values, importance, relevance and interest to the historic heritage significance in the development of Hamilton City. Each historic heritage area is supported by a Historic Heritage Area statement identifying the key physical and visual qualities of the area. Assessment of proposals for development and modifications to buildings within these areas will be

considered against the relevant policies, the historic heritage area statements and the historic values that are identified in those statements.

<p><u>19.2.5</u> <u>Recognise, protect and, where possible, enhance the physical and visual qualities of the heritage values of a residential zoned site within a historic heritage area.</u></p>	<p><u>19.2.5a</u> <u>Development is sympathetic with the existing historic values found within the historic heritage area through:</u></p> <ul style="list-style-type: none"> i. <u>Being compatible with the design, material used and placement of buildings and structures within the area.</u> ii. <u>Mitigating the effects of the demolition or removal of existing buildings and structures from the site.</u> iii. <u>Ensuring that any car parking, servicing, lighting and sign requirements do not adversely affect the heritage values of the area or the relationship of a building with the streetscape.</u> <p><u>Providing a site-specific Heritage Impact Assessment.</u></p>
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Explanation

All the areas which have been identified as historic heritage areas have particular physical and visual qualities which make them represent a period of development with historic heritage significance in the development of the city. It is important that these unique qualities are identified and any new development is sensitive and is compatible with them.

Archaeological and Cultural Sites

Objective	Policies
<p>19.2.4.6 Significant archaeological and cultural sites shall be protected from <u>modification</u>, damage or destruction.</p>	<p>19.2.4a.6a <u>Subdivision</u> <u>Inappropriate subdivision</u>, use and development shall be managed to avoid <u>damage to</u> <u>adverse effects on</u> archaeological and cultural sites where they <u>are known to</u> exist, or are likely to exist.</p>
	<p>19.2.6b <u>The risk of damage to archaeological and cultural sites is reduced by identifying the known archaeological resource and the extent of the recorded identified site.</u></p>
	<p>19.2.4b.6c The protection and management of <u>sites</u> <u>sites</u> of archaeological <u>and</u> <u>and</u> cultural significance shall be informed by their significance.</p>
	<p>19.2.4c.6d Activities or development shall not adversely affect the physical structure and integrity of scheduled sites. This may include:</p> <ul style="list-style-type: none"> i. Inappropriate planting, ii. The removal of vegetation where it affects the stability of the site, and

	iii. Addition, excavation or compaction of any soil, rock or other materials.
	19.2.4d.6e The relationships of tangata whenua Mana Whenua with sites of spiritual, cultural or historical significance <u>that are archaeological and cultural sites</u> shall be recognised and provided for.
	19.2.4e.6f Where features of significant <u>archaeological and</u> cultural sites are lost, these features should <u>must</u> be recorded and recognised through on-site marking to ensure the historical legibility of Hamilton City.
	19.2.6g <u>Minor work, including the maintenance of existing site landscape features such as gardens and planting beds, is enabled, but earthworks on Schedule 8B: Group 1 and Schedule 8C: Group 2 archaeological and cultural sites are managed so as to ensure adverse effects on the archaeological and cultural site are avoided, remedied or mitigated.</u>

Explanation

The policies recognise that activities that disturb the ground pose a significant threat to archaeological and cultural sites, and aim to control these activities. In some cases, the original surface features of a ~~site~~ site may be lost or damaged through exposure to weather, earthworks, damage from tree roots and coverage of a ~~site~~ site by buildings or impermeable surfaces. However, sub-surface features may still survive. The aim of the policies is to protect the physical integrity and features of the ~~site~~ site.

Identification of ~~sites~~ sites before development occurs is particularly important. If the general location of ~~sites~~ sites can be signalled then developers and landowners are able to plan development that minimises or avoids disturbance. Known archaeological sites, and the extent of those sites, are identified by mapping.

An important ~~concern~~ matter for ~~tangata whenua~~ Mana Whenua is the need to protect ~~sites~~ sites from accidental or intentional interference. The District Plan will record and protect only those ~~sites~~ sites which ~~iwi~~ Mana Whenua are comfortable to make known or are recorded by NZAA. ~~The~~ The location of other ~~sites~~ sites is known only to Waikato iwi and local ~~hapu~~ hapuu. ~~The~~ While not identified in the District Plan or a recorded archaeological site it is important that awareness is had for there to be further, yet discovered archaeological and cultural sites to be present within the City's boundaries. Accordingly, the policies and also recognise notes regarding accidental discover ensures there is recognitions of the ongoing importance of these sites ~~sites~~ sites to Maaori.

Where development has already taken place and the ~~site~~ site's features have been destroyed or damaged, recognition of the ~~site~~ site's existence is desirable through signs, planting or some other method. Even where these ~~sites~~ sites no longer exist physically they still hold cultural significance, particularly to Waikato iwi and local hapu.

19.3 Rules - Activity Status Table

19.3.1 Built Heritage (Buildings and Structures)

Volume 2, Appendix 8, Schedule 8A: Built Heritage (structures, buildings and associated sites)	
a. Maintenance and repair <u>of buildings or structures where compliance with Rule 19.4.1 is achieved</u>	P

b. Internal alterations Maintenance and repair of buildings and structures where compliance with Rule 19.4.1 is not achieved	PRD
c. Accessory Internal alterations of buildings or new buildings within any scheduled site ranked A	DP
d. Accessory buildings or new buildings within any scheduled site ranked BA	RD*D
e. Accessory buildings or new buildings within the Major Facilities Zone – Waikato Hospital Campus and Wintec City Campus any scheduled site ranked B	PRD*
f. Alterations Accessory buildings or additions (excluding maintenance and repair) to the exterior of any structure or building ranked A Wintec City Campus	DP
g. Alterations or additions (excluding maintenance and repair) to the exterior of any structure or building ranked BA	RDD
h. Demolition Alterations or additions (excluding maintenance and repair) to the exterior of any structure or building ranked AB	NCRD
i. Demolition of Alterations necessary to any structure or building ranked BA for the purpose of providing or improving fire safety, physical access and physical accessibility upgrades and/or building services.	DRD
j. Earthquake strengthening works Alterations necessary to the external façade of any structure or building ranked AB for the purpose of providing or improving fire safety, physical access and physical accessibility upgrades, and /or building services.	RD*C
k. Earthquake strengthening works to the external façade Demolition of any structure or building ranked BA	CNC
l. Erecting, constructing or extending Demolition of any structure or fence on a site building ranked B	RD*D
m. Erecting, constructing Earthquake strengthening works to the external façade or extending to the interior where the strengthening will be externally visible, of any structure or fence on a site within the Major Facilities Zone – Waikato Hospital Campus and Wintec City Campus building ranked A	PRD*
n. Signs (refer also to Earthquake strengthening works to Chapter 25.10: City-wide – Signs) the external façade or to the interior where the strengthening will be visible externally visible, of any structure or building ranked B	RD*C
o. Signs within the Major Facilities Zone – Waikato Hospital Campus and Wintec City Campus Erecting, constructing or extending any structure or fence on a site	Refer to Chapter 25.10: City-wide – Signs RD*
p. Subdivision of an allotment containing Erecting, constructing or extending any structure or fence on a scheduled Historic Heritage Items site within the Major Facilities Zone – Waikato Hospital Campus and sites identified in Volume 2 Appendix 8, Schedule 8A and 8B Wintec City Campus	Refer to Chapter 23: Subdivision P
q. Change of use Signs (refer also to an activity otherwise listed as non-complying in the underlying zone rules for any historic place identified in Schedule 8A Chapter 25.10: City-wide – Signs)	DRD*
r. Removal off site of any structure or building ranked A Signs within the Major Facilities Zone – Waikato Hospital Campus and Wintec City Campus	NC Refer to Chapter

	25.10: Citywide – Signs
s. Relocation on existing site Subdivision of any structure or building ranked A an allotment containing a scheduled Built-Heritage Item identified in Volume 2 Appendix 8, Schedule 8A (See note 2)	D Refer to Chapter 23: Subdivision
t. Removal off site Change of use to an activity otherwise listed as non-complying in the underlying zone rules for any structure or building ranked B historic place identified in Schedule 8A	D
u. Relocation on site Removal off site of any structure or building ranked B A	RD NC
Volume 2, Appendix 8, Schedule 8B: Group 1 Archaeological and Cultural Sites	
v. Minor work Relocation on all sites existing site of any structure or building ranked A	P D
w. Any earthworks on a site in Group 1 Removal off site of any structure or building ranked B	RD D
x. Signs Relocation on a site in Group 1 (refer also to Chapter 25.10: City-wide – Signs) site of any structure or building ranked B	RD *
y. Any earthworks on a site in Group 2 Reconstruction and reinstatement of any structure or building ranked A	P D
z. Reconstruction and reinstatement of any structure or building ranked B	RD
aa. Minor work on a site of any structure or building identified in Schedule 8A that complies with Rule 19.4.2 (See note 1)	P

Note

1. For any activity not identified above, see Section 1.1.8.1.
2. If archaeological material, koiwi or taonga is uncovered on a site which pre-dates 1900, then the site is an archaeological site in terms of the Heritage New Zealand Pouhere Taonga Act 2014. Any disturbance of archaeological sites, regardless of their listing or otherwise in this District Plan, is not permitted under the Heritage New Zealand Pouhere Taonga Act 2014. Consent of Heritage New Zealand Pouhere Taonga is required to modify or disturb an archaeological site under the Heritage New Zealand Pouhere Taonga Act 2014. For further information or to make an application, contact the nearest office of Heritage New Zealand Pouhere Taonga. An authority is required for all such activity whether or not the land on which an archaeological site may be present is designated, a resource or building consent has been granted, or the activity is permitted under the Regional or District Plan.

19.3.2**Historic Heritage Areas**

Activity	Class
a. Alterations and additions (excluding maintenance and repair) to an existing building on a front, corner or through site within an HHA (excluding heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	RD
b. Alterations and additions to an existing building on a rear site within an HHA (excluding heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage)	P
b. Ancillary residential structure, excluding fences and/or walls provided in (h) and (i) below.	P
c. Demolition of existing curtilage wall Maintenance and repair of buildings and structures within an HHA (excluding heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage) where compliance with Rule 19.4.4 is achieved	RD P

d. <u>Maintenance and repair of buildings and structures within an HHA (excluding heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage) where compliance with Rule 19.4.4 is not achieved</u>	<u>RD</u>
e. <u>Demolition, or relocation off the site of existing dwellings on a front, corner or through site within an HHA or a building fronting the street within the Victoria Street, Frankton Commercial Centre and Claudelands Commercial Centre HHAs (excluding detached accessory buildings, or heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>D</u>
f. <u>Demolition or relocation off the site of existing detached accessory buildings on a front, corner or through site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>RD</u>
g. <u>Demolition or relocation off the site of existing buildings on a rear site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>P-RD</u>
h. <u>Fences and/or walls located forward of the front building line of the dwelling in the Acacia Crescent, Ashbury Avenue, Augusta, Casper and Roseburg Streets, Cattnach Street, Chamberlain Place, Frankton Railway Village, Hayes Paddock, Hooker Avenue, Jennifer Place, Lamont, Freemont, Egmont and Claremont Streets, Riro Street, Seifert Street, Springfield Crescent, Sunnyhills Avenue and Wilson Street and Pinfold Avenue HHAs:</u> • <u>Have a maximum height of 1.2m</u> • <u>Have a maximum height of 1.8m</u>	<u>P</u> <u>RD</u>
i. <u>Fences and/walls except provided in (h) above</u>	<u>P</u>
j. <u>New buildings or buildings relocated onto a site within an HHA</u>	<u>RD</u>
k. <u>Relocated buildings off the original site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>D</u>
l. <u>Relocated buildings on the within their original sites within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	<u>RD</u>
m. <u>Relocated buildings onto sites within an HHA</u>	<u>RD</u>
m. <u>Scaffolding or falsework erected for a period of not exceeding six months for maintenance or construction purposes.</u>	<u>P</u>
n. <u>The erection of a garden shed of no greater than 7m², located to the rear of the existing dwelling and no more than 2.2m high.</u>	<u>P</u>

Note

1. The rules in 19.3.2 do not apply to the Transport Corridor Zone. Refer to 18 Transport Corridor Zone.

19.3.3**Archaeological and Cultural Sites**

<u>Activity</u>	<u>Class</u>
a. <u>Minor work on all sites in Schedule 8B or Schedule 8C</u>	<u>P</u>
b. <u>Any earthworks on a site in Schedule 8B: subject to Rule 19.4.2b (see note 1)</u>	<u>RD</u>
c. <u>Signs on a site in Schedule 8B: Group 1 (refer also to Chapter 25.10: City-wide – Signs)</u>	<u>RD*</u>

d. <u>Any earthworks on a site in Schedule 8C: Group 2 (see note 1)</u>	<u>C</u>
e. <u>Subdivision of a site containing a scheduled archaeological and cultural site identified in Volume 2 Appendix 8, Schedule 8B and 8C (see note 2)</u>	<u>Refer to Chapter 23: Subdivision</u>

Note

1. Refer to Volume 2, Appendix 8-2 Accidental Discovery Protocol (ADP): Archaeological and Cultural Sites, Archaeological Areas, Historic Areas or Waahi Tapu, Appendix 8, for the protocol that must be followed where during earthworks on any site any archaeological feature, artefact or human remains are accidentally discovered. If archaeological material, koiwi or taonga is uncovered on a site which pre-dates 1900, then the site is an archaeological site in terms of the Heritage New Zealand Pouhere Taonga Act 2014. Any disturbance of archaeological sites, regardless of their listing or otherwise in this District Plan, is not permitted under the Heritage New Zealand Pouhere Taonga Act 2014. Consent of Heritage New Zealand Pouhere Taonga is required to modify or disturb an archaeological site under the Heritage New Zealand Pouhere Taonga Act 2014. For further information or to make an application, contact the nearest office of Heritage New Zealand Pouhere Taonga. An authority is required for all such activity whether or not the land on which an archaeological site may be present is designated, a resource or building consent has been granted, or the activity is permitted under the Regional or District Plan. The consent holder or proponent must engage with a representative of Mana Whenua to ensure cultural protocols are adhered to and decisions made are culturally appropriate.
2. Refer Rule 23.3 and other relevant provisions of Chapter 23 Subdivision

19.4 Rules – Specific Standards

19.4.1 Maintenance and Repairs to a Schedule 8A Item Built Heritage (Building or Structure)

- ~~In any repair or maintenance to the exterior of a building or structure, the heritage values for which the Historic Place was scheduled shall be respected. This will be achieved by:~~
 - ~~Using the same or similar materials.~~
 - ~~Maintaining consistency with the scale, proportion, finishes and techniques.~~
 - ~~Maintenance to a building or structure and repair of buildings and structures in Schedule 8A shall be limited to:~~
 - ~~Works for those works that come within the purpose definition of weatherproofing.~~
 - ~~Plumbing maintenance and electrical work.~~
- repair of buildings and structures' in Volume 2, Appendix 1.1
- ~~Repairs shall be for the purpose of repair, patching, piecing in, splicing or consolidating.~~

19.4.2 Archaeological and Cultural Sites

- In the event that during earthworks on any site any archaeological feature, artifact or human remains are found, the Accidental Discovery Protocol within Volume 2, Appendix 8-2 will be complied with.
- Applications for earthworks within a site in Schedule 8B: Group 1 Archaeological and Cultural Sites, must provide in the assessment of environmental effects for the proposal, identification

of any measures to avoid, remedy or mitigate adverse effects recommended by representatives of Mana Whenua in any engagement carried out for the proposal by the applicant.

19.4.3 Historic Heritage Areas - Fences and Walls

- a. Sites within Victoria Street HHA shall have no fence or wall along the street front boundary.
- b. Fences forward of the front building line of the dwelling shall have a maximum height of 1.2m
- b. The following design and dimension shall apply to fences and/or walls located forward of the front building line of the dwelling:

Designed and constructed with the use of material, colour texture and form as the existing dwelling onsite	1.2m maximum height
Designed and constructed with the use of material, colour texture and form as the existing dwelling onsite; and achieve with 50% or more see-through visibility (see note 1)	1.8m maximum height

- c. The height of any fence and/or wall shall be measured in terms of natural ground level.
- d. All other fences and/or walls shall have a maximum height of 1.8m.

Note

~~1. Glass, metal bars or louvres are acceptable fence designs to achieve minimum 50% see-through visibility.~~

19.4.4 Maintenance and Repairs to a building or structure in a Schedule 8D Historic Heritage Area

a. Maintenance to a building or structure and repair of buildings and structures in a Schedule 8D Historic Heritage Area shall be limited to those works that come within the definition of 'maintenance and repair of buildings and structures' in Volume 2, Appendix 1.1

19.5 Controlled Activities: Matters of Control

- a. In determining any application for resource consent for a controlled activity in addition to compliance with the relevant standard within 19.4 the Council shall have control over the following matter referenced below.

Activity Specific	Matter of Control and Reference Number (Refer to Volume 2, Appendix 1.3.2)
i. Earthquake strengthening works to the external building façade or to the interior where the strengthening will be externally visible, of any structure or building ranked B*	• E – Historic Heritage and Special Character
ii. Earthquake strengthening works Alterations necessary to the external building façade of any structure or building ranked B* for the purpose of providing or improving fire safety, physical access and physical accessibility upgrades, and /or building services.	• E – Historic Heritage and Special Character

Archaeological and Cultural Sites

- iii. Any earthworks on a site in Schedule 8C: Group 2 • E – Heritage Values and Special Character

Note

1. Refer to Chapter 1.1.9 for activities marked with an asterisk (*)

19.6 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

- a. In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully Hazard Area, or Significant Natural Area, Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems).

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3)
Schedule 8A: (structures, buildings buildings associated sites structures	
i. Accessory buildings or new buildings within any scheduled site ranked B* Maintenance and repairs that does not comply with Rule 19.4.1	• E – Heritage Values and Special Character
ii. Alterations Accessory buildings or additions (excluding maintenance and repair) to the exterior of new buildings within any structure or building scheduled site ranked B*	• E – Heritage Values and and Special Character
iii. Earthquake strengthening works Alterations or additions (excluding maintenance and repair) to the external building façade exterior of any structure or building building ranked A*B	• E – Heritage Values and and Special Character
iv. Erecting, constructing or extending Alterations necessary to any structure or fence on a site* building ranked A for the purpose of providing or improving fire safety, physical access and physical accessibility upgrades, and /or building services	• E - Heritage Values and and Special Character
v. Relocation on site Earthquake strengthening works to the external building façade of any structure or building building ranked BA	• E - Heritage Values and and Special Character
vi. Signs Erecting, constructing or extending any structure or fence on a site*	• E – Heritage Values and and Special Character
Schedule 8B: Group 1 Archaeological and Cultural Sites	
vii. Any earthworks Relocation on a site in Group 1 site	• E – Heritage Values and and Special Character

of any structure or building ranked B	
viii. Signs on a site in Group 1*	• E – Heritage Values and and Special Character
Historical Heritage Areas	
ix. <u>Alterations and additions to an existing building on a front, corner or through site within an HHA (excluding heritage buildings in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	• <u>E – Heritage Values and Special Character</u>
x. Demolition or removal of existing curtilage wall Maintenance and repairs that does not comply with 19.4.4	• <u>E – Heritage Values and Special Character</u>
xi. <u>Demolition or relocation off the site removal of existing detached accessory buildings on a front, corner or through site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	• <u>E – Heritage Values and Special Character</u>
xii. <u>Demolition, or relocation off the site, of existing buildings on a rear site within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	• <u>E – Heritage Values and Special Character</u>
xii. <u>Fence and/or walls located forward of the front building line of the dwelling and have a maximum height of 1.8m</u>	• <u>E – Heritage Values and Special Character</u>
xiii. <u>New buildings or buildings relocated onto a site within an HHA</u>	• <u>E – Heritage Values and Special Character</u>
xiv. <u>Relocated buildings on the within their on the original sites within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</u>	• <u>E – Heritage Values and Special Character</u>
xi. Relocated buildings onto sites within an HHA	• E – Heritage Values and Special Character
Archaeological and Cultural Sites	
xvi. <u>Any earthworks on a site in Schedule 8B: Group 1 or Schedule 8C: Group 2</u>	• <u>E – Heritage Values and Special Character</u>
xvii. <u>Signs on a site in Schedule 8B: Group 1*</u>	• <u>E – Heritage Values and Special Character</u>

Note

1. Refer to Chapter 1.1.9 for activities marked with an asterisk (*)

19.7 Other Resource Consent Information

Refer to Chapter 1: Plan Overview for guidance on the following.

How to Use this District Plan
 Explanation of Activity Status
 Activity Status Defaults

Notification / Non-notification Rules
Rules Having Early or Delayed Effect

Refer to Volume 2, Appendix 1: District Plan Administration for the following.

Definitions and Terms Used in the District Plan
Information Requirements
Controlled Activities – Matters of Control
Restricted Discretionary, Discretionary and Non-Complying Activities Assessment Criteria
Design Guides
Other Methods of Implementation

1.2 Information Requirements

This chapter is subject to the following plan changes:

Plan Change 9 with proposed new text are underlined with green highlighting

Plan Change 9 with proposed deleted text have ~~striethrough with red highlighting~~

Plan Change 9 section 42A recommendations (June 2023) with new text being underlined and deleted text with ~~striethrough~~

Plan Change 9 section 42A updated recommendations (October 2023) with new text being underlined and deleted text with ~~striethrough~~

Where noted and relevant the following information may be required to be supplied with applications for resource consents and certificates of compliance.

Any information and plans provided must be in writing and in sufficient detail and accuracy to enable a full assessment of compliance with the District Plan and to evaluate any environmental effects of the proposal.

Note

1. *Wherever possible application material should also be provided in an electronic format. Checklists, forms, templates and guides are available from Council. Further general guidance on the Act and its processes is available from the Ministry for the Environment website: www.mfe.govt.nz/rma/index.html*

1.2.1 All Applications

The following information must be supplied with all applications for resource consent and certificates of compliance, as relevant, at the time of lodgement.

a. Description of the proposal

An introductory background providing a clear description of:

- i. The proposed activity and how it is intended to operate (including information such as hours of use, numbers of users, etc).
- ii. The proposed use of all existing and proposed buildings on the site.
- iii. The current use of the site.
- iv. Resource consents applied for, identifying what aspects of the proposal do not comply with relevant standards and assessment criteria within the District Plan (including any plan changes or variations).

b. Legal description of the subject site

- i. Street address, legal description and allotment area(s) of the subject site.
- ii. A copy of the current Certificate of Title(s) for the subject site and documents detailing any associated:
 - Consent notices
 - Easement documents
 - Hamilton City Council covenants
 - Building line restrictions

Note

1. *Certificates of Title may be obtained from Land Information New Zealand. Please ensure that the Certificate of Title consists of both the cover page and attached pages showing the survey plan.*

c. Locality plan

A locality plan or aerial photograph showing the physical location of the subject site in relation to adjoining roads and sites.

Note

1. *One copy at a scale of 1:500 is required with all applications.*

d. Site plan/s

Showing the following.

- i. North point.
- ii. Allotment boundaries and dimensions.
- iii. Date the plans were drawn.
- iv. Any historic or natural feature identified in Appendix 8 or Appendix 9 as follows:
 - Schedule 8A: Built Heritage (~~structures, buildings~~ buildings and ~~associated sites~~ structures)
 - Schedule 8B: Group 1 Archaeological and Cultural Sites
 - Schedule 8C: Group 2 Archaeological and Cultural Sites
 - Schedule 8D: Historic Heritage Areas
 - Schedule 9C: Significant Natural Areas
 - Schedule 9D: ~~Significant~~ Notable Trees
- v. Other natural features (e.g. wetlands, springs, streams, location of banks).
- vi. Frontages to public road (noting the road's hierarchy in the Transport Corridor Hierarchy Plans in Appendix 15, Figures 15-4b to 15-4f).
- vii. Locations and layout of existing and proposed buildings (including key dimensions from buildings to boundaries).
- viii. Floor plans showing the internal room layout and identifying the floor area and any habitable rooms (the outline of any upper storey should be indicated on the site plan).
- ix. Access and vehicle crossings from road boundaries to any parking, loading and manoeuvring areas.
- x. Location of buildings on adjoining sites.

xi. Location, layout and dimensions of existing and proposed:

- Any parking spaces (cars, motorbikes, bicycle, accessible)
- Loading spaces
- Service areas
- Living court areas
- Storage areas

xii. Location, layout, dimensions and description of existing (noting any that are to be retained or removed) and any proposed:

- Landscaping and vegetation
- Walls or fences
- Signs (including sign design)
- Utility services (e.g. water lines, street lights), which may also require details about connections to Three Waters infrastructure (including size, depth at boundary, grade and distance to boundary ~~pegs~~ peg)

Note

1. This may need to include features beyond the property boundary (e.g. utility services along the road frontage which may affect the desirable location of proposed vehicle accesses).

viii. Original and proposed future contours of the site with contours marked at 0.5m intervals.

ix. Nature and extent of any:

- Proposed earthworks (e.g. cut or fill, quantities)
- Designations affecting the site (refer Volume 1, Chapter 26: Designations)
- Natural hazards (including hazard layers identified by the District Plan – refer Volume 1, Chapter 22: Natural Hazards and the Planning Maps)

Note

1. Two copies at a scale of 1:100, and one reduced A4 copy is required with any application.

e. Elevation drawings

Elevation drawings of all buildings to be constructed or altered, showing the relationship, design and appearance of proposed buildings, including:

- i. The natural ground level, and the nature and extent of any proposed earthworks (e.g. cut or fill, quantities).
- ii. Existing and finished ground levels.

- iii. Maximum building height and relevant height control plane angles.
- iv. Ground floor levels in relation to the top of the kerb at entry locations from any adjoining transport corridor.
- v. Height above floor level of any upper-storey windows.
- vi. Floor levels in relation to the depth of a 1% annual exceedance probability flood event.

Note

1. *Two copies at a scale of 1:50, 1:100 or 1:200, and one reduced A4 copy is required with any application.*

f. Other specialist information specifically required by the District Plan

This may include Integrated Transport Assessments, Acoustic Design Certificates, and Landscape and Planting Plans. Specific information required is referred to in the following Sections 1.2.2.

g. Other resource consents/permits

A description of whether any additional resource consents are required for the proposal and whether these have been applied for (e.g. Regional Council Discharge Permits, Regional Council Water Take Permit if the proposal is likely to involve a commercial or industrial-type activity that is likely to consume more than 15m³ of water per day).

h. Assessment of environmental effects

- i. An assessment of the environmental effects (AEE) of a proposal shall be provided with applications for resource consents. Any AEE shall be prepared in accordance with the Fourth Schedule of the Act and shall discuss all the actual and potential effects of the proposal on the environment.
- ii. The amount of detail provided must reflect the scale and nature of the effects. For example, if there are major effects arising from the proposal, a detailed analysis and discussion of these effects should be included. It may require the provision of information from a suitably qualified and experienced practitioner (e.g. a traffic engineer, planner, geotech engineer or acoustic consultant). If the effects of the proposal are small, then a less detailed AEE may be appropriate.
- iii. The AEE should identify how any adverse environmental effects are to be avoided, remedied, or mitigated, and shall also ensure that the following matters are addressed.
 - Consultation undertaken with affected parties
 - For applications for earthworks on a site in Schedules 8B: Group 1 and 8C: Group 2 Archaeological Sites, Volume 2, Appendix 2:
 - Identification of any measures included in the application to avoid, remedy or mitigate adverse environmental effects that were proposed in any engagement with Mana Whenua

- Effects of the proposal on the natural environment (including existing vegetation and natural land form, and indigenous fauna such as (but not limited to) long-tailed bats and lizards [425]), neighbourhood amenity, and infrastructure
 - Heritage issues (such as waahi tapu)
 - Site constraints (such as flooding)
 - External impacts (such as discharges)
 - Construction impacts (such as noise)
 - Other matters associated with the proposal
- iv. In the case of controlled and restricted discretionary activities the AEE need address only those matters which Council has retained control over or restricted its discretion to in the District Plan.

1.2.2 Additional Information Requirements

In addition to the information specified in 1.2.1 above the information in the following section may also be required for applications for resource consent, to enable the full assessment and determination of the proposal.

If in the following sections the words “must” or “shall” are used, the relevant information must be supplied with the application at the time of lodgement.

1.2.2.1 General

- a. Plans, reports or information may also be required to be provided in relation to:
- i. Details and outcomes of any consultation undertaken (e.g. Waikato iwi and local hapu, Kiwi, Kiwi Rail, Transpower, Waka Kotahi New Zealand Transport Agency, Heritage New Zealand Pouhere Taonga, Waikato Regional Council, Te Papa Atawhai Department of Conservation [425] and of engagement with representatives of Mana Whenua.
 - ii. Potential future subdivision of site.
 - iii. How the proposal will promote any design guidance referenced in the District Plan.
 - iv. Details about previous uses of the site and an assessment on whether the National Environmental Standard on Assessing and Managing Contaminants in Soil to Protect Human Health applies.
 - v. Any other relevant rules or provisions in the District Plan, such as any overlay provisions and bonus provisions.
- b. Reports and management plans demonstrating how adverse environmental effects associated with the proposed activity are to be avoided, remedied or mitigated with respect to:
- i. Nuisances such as noise, dust, odour, glare, and vibration.

- ii. Stormwater disposal and sediment control measures.
 - iii. Hazardous facilities and substances.
 - iv. Discharges of contaminants.
- c. Concept Engineering design plans should be included for any proposed infrastructure.

Note

1. *Historical and cultural sites and natural features are of significance to iwi and local hapu. In respect of any developments or activities requiring a resource consent, or for plan changes it is advisable that iwi representatives are notified at the earliest stages of planning. This will assist with the identification and mitigation of any potential adverse effects that may impact on cultural values. It is also advisable that before any archaeological surveys or investigations are undertaken iwi representatives are consulted.*
2. *It is recognised that traditional iwi/hapu customary processes are a complementary method of control outside the District Plan for activities that can adversely affect cultural values associated with natural features (such as the pollution of waterways that are used as important food-gathering sites). Customary processes may vary in different situations and could include:*
 - *Mauri – the notion of respect towards the health and wellbeing of significant sites*
 - *Rahui – an embargo or restriction on access to a site until it is lifted (usually in relation to a polluted or hazardous site)*
3. *Consultation Engagement with iwi and representatives of Mana Whenua can assist in identifying any appropriate customary processes to be followed where special tangata whenua values are identified.*
4. *Guidance on engineering plan information requirements is contained within the Hamilton City Infrastructure Technical Specifications.*

1.2.2.2

Subdivision

a. General

Any subdivision application shall include plans, reports, and other information to show how the proposed allotments and access can adequately accommodate the development potential of the site.

b. Scheme Plan

A Scheme Plan covering the following matters should be provided.

- i. Unit site area of each proposed allotment.
- ii. Net site area of each proposed allotment.
- iii. Dimensions of all:
 - Existing boundaries
 - Proposed boundaries
- iv. Shape factor shown on all proposed allotments, including those with existing buildings.
- v. Schedule of existing easements.
- vi. Memorandum and dimensions of proposed easements.

- vii. Existing and proposed land contours at 0.5m intervals and/or sufficient spot heights to allow accurate representation of the land surface.
- viii. Existing trees and other vegetation proposed for retention or removal.
- ix. All existing buildings (plan views of roof and wall outlines).

Note

1. Documents should also be provided to show that existing buildings have been legally established.

- x. All proposed buildings and building platforms (including buildings being re-positioned on site).
- xi. Service areas, living areas, storage areas, any vehicle parking areas and loading areas for all existing buildings.
- xii. Any parking spaces (cars, motorbikes, bicycle, accessible) and loading spaces.
- xiii. Vehicle manoeuvring tracking curves.
- xiv. Vehicle queuing areas.
- xv. Distance of building eaves from abutting accessway or right-of-way boundaries.
- xvi. Vertical cross-section of building eaves/stairs/doors and windows that encroach accessway/right of way boundaries/unit title common areas.
- xvii. Existing and proposed Three Waters reticulation.
- xviii. All existing and proposed vehicle crossings.
- xix. Sight distances of all existing and proposed vehicle crossings.
- xx. Distance of all existing and proposed vehicle crossings from intersections or railway crossings.
- xxi. Distance between all existing and proposed vehicle crossings (including adjoining sites).
- xxii. Location of proposed roads, reserves, easements, and essential services.
- xxiii. Land to be vested in the Crown, Council, or network utility operator.
- xxiv. Nature and standard of existing and proposed roads and network utility services such as sewage disposal, stormwater management, water supply, telecommunications and electricity supply.
- xxv. Proposed final legal status (e.g. freehold, cross-lease, unit title).

Note

1. A checklist is provided by Council outlining all the information required with a subdivision application. Staged subdivisions should have each stage shown on a separate scheme plan, as well as a scheme plan showing the complete subdivision.

c. Subdivision Concept Plan

A Subdivision Concept Plan shall accompany subdivision applications for the following.

- Any single or staged subdivision creating more than 10 additional lots
- Any subdivision creating additional lots within Stage 1 of the Peacocke Structure Plan

The information provided as part of a Subdivision Concept Plan must demonstrate how the proposal meets, is consistent with, or otherwise satisfies:

a. Objectives and Policies of:

- i. The relevant zone.
- ii. Chapter 3: Structure Plans (as relevant to specific Structure Plan Areas).
- iii. Chapter 23: Subdivision.

b. Relevant standards

c. Relevant design guides in Appendix 1.4

d. A subdivision concept plan shall specifically include the following information:

- i. The location and width of proposed roads and carriageways and the integration of the roads with the existing transport network
- ii. The location and dimension of public reserves.
- iii. The location and dimension of shared-use pedestrian/cycle accessways

e. Concept plans within the Peacocke Structure Plan Area shall be prepared in accordance with the neighbourhoods identified in Appendix 2.3

1.2.2.3**Master Plan for Peacocke Character Zone Neighbourhoods**

A Master Plan shall accompany subdivision applications for in the Peacocke Character Zone for Fee Simple Subdivision where lots created are less than 2ha in the Terrace Area and less than 5000m² in the Gully and Hill Areas.

Master Plans shall be prepared in accordance with the neighbourhoods identified in Appendix 2-3 and the Peacocke Structure Plan (refer to Volume 1, Chapter 3: Structure Plans).

A Master Plan will also be required to include a Subdivision Concept Plan (refer to Appendix 1.2.2.2d)), an analysis over all adjoining neighbourhoods to the subject site to ensure issues impacting on the development are understood and address the following matters.

a. Transport Network

The Master Plan will need to outline the street pattern as well as set out the street typologies that will be used in the development, the pedestrian and cycle network and how this links with the City's/area's transport network and open space network. As part of the Master Plan a broad

Integrated Transport Assessment will be required (refer to Rule 25.14.4.3).

b. Infrastructure and Servicing

The Master Plan will need to identify the approach to the provision of infrastructure and services which is aligned with the structure plan and the wider city infrastructure development program. Incorporate a low impact urban design and development approach in association with the development of an Integrated Catchment Management Plan, as set out in Appendix 1.2.2.6, for the stormwater catchment area in which the Master Plan neighbourhood or neighbourhoods are located. Demonstrate the integration of any short term infrastructure solutions created under Rule 23.6.11.f into the overall infrastructure solution for the Peacocke Structure Plan area as identified by the Master Plan.

c. Natural Environment Network

The Master Plan will need to identify the natural and ecological systems within the area and demonstrate how these areas have been either integrated into the urban design or how they are to be protected. The integration of the natural environment into the urban form has strong links to how the open space system is developed and the establishment of the land use patterns.

d. Open Space Network

The Master Plan will need to demonstrate how the open space links with the natural environment, the Waikato River esplanade, the transport network, and land uses; how the pedestrian and cycle networks have been integrated into the open space network and river esplanade.

e. Land Use

The Master Plan will need to identify the location of commercial and community facilities as well as residential densities. It will need to also develop the street pattern taking into account the open space, natural environment and transport network. The street pattern will also need to take into consideration the development principles set out in the structure plan and the transport corridor hierarchies.

f. Detailed Development Response

The approach proposed for the urban form of the neighbourhood will need to be developed. This will demonstrate the urban design and architectural responses to the opportunities and constraints within the neighbourhood and will need to consider the design guides set out in Appendices 1.4.1, 1.4.2 and 1.4.3.

g. Staging

The plan will need to identify the staging of development to demonstrate how any urban development created under Rule 23.6.11.f is integrated into the overall master plan for the neighbourhood.

1.2.2.4 Landscaping Plan

Any development that is required to provide landscaping and screening under Chapter 25.5 shall provide a plan which identifies the location of the required or proposed landscaping or screening.

1.2.2.5 Water Impact Assessments

- a. As part of an assessment of environmental effects the information required for a Water Impact Assessment is:

Table 1.2.2.5a: Information required for each type of Water Impact Assessment

Information to be provided	Type of Water Impact Assessment and what information is to be provided (✓ = required)	
	Type 1 (Residential activities)	Type 2 (Other activities)
i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.	✓	✓
ii. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment.	✓	✓
iii. Details of what water-sensitive techniques are proposed.	✓	✓
iv. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques.		
v. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits.		
vi. Where no water-sensitive techniques are proposed, an assessment containing reasons and justification for not incorporating water-sensitive techniques, having particular regard to the objectives and policies of the Volume 1, Chapter 25.13: City-wide – Three Waters.		
vii. Confirmation of available Three Waters infrastructure and capacity to appropriately service the proposal.	✓	✓
viii. Details of the water demand (flow and pressure) and water sources.	✓	✓
ix. Where the water demand of the proposal is greater than 15m ³ of water per day, details of a programme explaining how the proposal intends to reduce its water consumption to achieve that level. Note <i>Consent from the Regional Council for an increased water take may be required where a proposal is to take in excess of 15m³ of water per day.</i>		✓
x. Information on how wastewater (including trade waste) will be managed to minimise any impacts on the reticulated network.		✓
xi. A list of measureable targets and performance indicators to allow the efficient and effective monitoring of the proposal's compliance with any conditions arising from the Water Impact Assessment.		✓

- b. The information required in a Water Impact Assessment shall be in such detail as appropriate

to the scale and significance of the potential effects that the activity may have on the environment, and only if relevant to the proposal.

Note

1. The extent and degree of assessment needed for a Water Impact Assessment may be greater when without an existing Integrated Catchment Management Plan.
2. As an outcome of the Water Impact Assessment, conditions may be applied to the development. These may include financial contributions, monitoring and the requirement for the installation of specific water sensitive techniques.

1.2.2.6 Integrated Catchment Management Plans (ICMP)

All ICMPs shall be developed in consultation with Council and Waikato Regional Council and completed in accordance with the requirements set out below. Each ICMP shall be lodged with Council, and Council shall review the content of the ICMP and certify whether it complies with the requirements of this Rule set out below.

There are three different types of ICMPs, which each have different information requirements – see Table 1.2.2.6a.

Table 1.2.2.6a: Types of ICMPs and where to find their Information requirements

Type of ICMP	Where to find the information requirements
Full ICMP	Table 1.2.2.6b
Sub-catchment ICMP for Greenfield Areas <small>See Note 1</small>	Table 1.2.2.6b
Sub-catchment ICMP for areas other than Greenfield Areas	Table 1.2.2.6c

Note

1. Greenfield Areas include the Future Urban Zone, Temple View Zone, Te Rapa North Industrial Zone, Large Lot Residential Zone and all Structure Plan Areas identified in Appendix 2.

Table 1.2.2.6b: Information requirements for Full ICMPs and Sub-catchment ICMPs for Greenfield Areas

<p>a. Maps/drawings identifying for the relevant hydrological catchment (or sub-catchment):</p> <ol style="list-style-type: none"> i. the catchment boundary; (Note: In the case of a full ICMP, this will be used in relation to determining future compliance with Rule 25.13.4.1.b); ii. Natural features, surface water bodies, existing drainage systems and infrastructure; iii. Existing development and land uses (see f.vi. below); iv. Proposed future development and land uses (see d. below); and v. The extent of the infrastructure networks that have been assessed and the location of any network constraints (see f.vii below).
<p>b. Classification of the surface water bodies within the catchment (or sub-catchment) as detailed in the</p>

Waikato Regional Plan.
c. The social, economic, ecological, amenity and cultural objectives being sought for the catchment (likely to stem from a structure planning process). ^{See Note 1}
d. A description of proposed urban growth, development and land use intensification within the catchment (or sub-catchment).
e. A list of the key stakeholders associated with the catchment (or sub-catchment), details of the consultation undertaken, and details of their respective views on providing for new stormwater diversion and discharge activities with the catchment (or sub-catchment).
<p>f. An assessment of the current state of the catchment (or sub-catchment) and stormwater receiving environment/s, and the provision of catchment baseline information (including maps/drawings) on:</p> <ul style="list-style-type: none"> i. Topography; ii. Soils and geology; iii. Receiving environment – <ul style="list-style-type: none"> a. Erosion; b. Ecology, including ecological sensitivity; c. Water quality (including contaminant load); d. Sediment quality; and e. Hydrology; iv. Hydrogeology; v. Flooding (including overland flow paths); vi. Existing development and land uses; vii. Existing three waters infrastructure and water source(s), including their capacity to appropriately service the proposed urban growth, development and land use intensification within the catchment (or sub-catchment); and viii. All relevant existing resource use authorisations (including, for example, consents issued by the Waikato Regional Council for water take, wastewater and stormwater diversion and discharge activities).
g. The effects of climate change.
<p>h. An assessment of the environmental effects, including cumulative effects over time, of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and stormwater receiving environment/s. The assessment shall include maps/drawings and be in such detail as corresponds with the scale and significance of the effects on the catchment (or sub-catchment) including, but not limited to, effects on the following, taking into account the effects of climate change:</p> <ul style="list-style-type: none"> i. Natural features, surface water bodies and aquifers, including water sources;

<ul style="list-style-type: none"> ii. Sites of cultural and/or historical significance; iii. Public health; iv. Flooding hazards, including overland flow; v. Receiving water hydrology, including base flows and peak flows in rivers and streams and long-term aquifer levels; vi. Receiving water sediment and water quality; vii. Receiving water habitat, ecology and ecosystem health, including an explanation of how they will be maintained and enhanced; viii. Receiving water riparian vegetation; ix. The extent and quality of open stream channels, including erosion and sedimentation; x. Fish passage for indigenous and trout fisheries (refer to the Waikato Regional Plan Water Management Classes for applicability); xi. The natural and amenity values of stormwater receiving waters, including the management of litter than becomes entrained in stormwater; xii. Existing infrastructure; and xiii. Existing authorised resource use activities.
i. In response to the environmental effects assessment, a description and assessment of the available options for managing the effects of all proposed water take, wastewater management and stormwater diversion and discharge activities within the catchment (or subcatchment).
j. Identification of a recommended integrated catchment management approach that is based on the Best Practicable Option to avoid as far as practicable and otherwise minimise or offset actual and potential adverse effects of all proposed water take, wastewater management and stormwater diversion and discharge activities on the catchment (or sub-catchment) and its infrastructure, while ensuring the proposed urban growth, development and landuse intensification has an appropriate and sustainable water source and receives appropriate three-water services.
k. Education initiatives to support the integrated catchment management approach recommended in the ICMP. <small>See Note 1</small>
l. Maps/drawings, a description, and a prioritised schedule of the infrastructure works to be carried out to implement the integrated catchment management approach recommended in the ICMP.
m. A list of performance measures by which the implementation of the integrated catchment management approach recommended in the ICMP will be gauged. <small>See Note 1</small>
n. The need for any changes (including designations) or variations to the relevant District Plan, as a result of the findings and approach of the ICMP. <small>See Note 1</small>
o. Identification of the water sensitive techniques that are appropriate, and those that are unsuitable, within the catchment or any sub-catchment.
p. All ICMPs shall be of sufficient scope and detail to inform development of Water Impact Assessments.

Note

1. Information requirements c, k, m, and n in the table above do not apply to sub-catchment ICMPs for greenfield areas, but do apply to full ICMPs.
2. Council will hold some information and modelling data that may assist in preparing any type of ICMP.
3. Anyone preparing an ICMP will need to collaborate closely with Council. Council's guidance should be sought prior to commissioning any ICMP work. Council will define appropriate methodologies and deliverables for the technical components of an ICMP and how the information and assessments are to be presented. See also the Three Waters Management Practice Notes on Council's website.
4. Catchment boundaries will not always follow the boundary of a site. Some sites may fall within more than one hydrological catchment. Water supply, wastewater and stormwater networks often cross hydrological catchment boundaries.

Table 1.2.2.6c: Information requirements for Sub-catchment ICMPs for areas other than Greenfield Areas

A Water Impact Assessment in accordance with Appendix 1.2.2.5 that also includes details of how adverse effects arising from the following will be avoided, remedied or mitigated:

- a. Flood hazards;
- b. Stormwater disposal;
- c. Discharges of contaminants; and
- d. Identified network constraints.

Table 1.2.2.6d: Completion of Full ICMP Preparation

Preparation of a full ICMP shall be considered complete when the ICMP has received technical certification by:

- a. Council that the ICMP complies with the relevant information requirements; and
- b. Waikato Regional Council that the guidance within the ICMP for stormwater diversion and discharge activities is to an acceptable standard.

1.2.2.7 Historic Heritage – Schedule 8A Built Heritage and 8B Archaeological and Cultural Sites (Historic Heritage)

Any activity requiring a resource consent relating to Schedule 8A or 8B sites (refer Volume 2, Appendix 8) shall include as part of the resource consent application:

- a. Written advice Advice from an appropriately qualified person or body concerning the effects of the proposed activity on the cultural and heritage values identified for the site heritage resource and outlining possible mitigation measures.
- b. In the case of the site having identified tangata whenua values, advice from relevant iwi and representatives of Mana Whenua.
- c. Where the site history indicates that there may be historical artefacts or other physical remains, advice from a suitably qualified and experienced archaeologist.

- d. Advice that the necessary authority to modify or damage an archaeological site has been obtained from Heritage New Zealand Pouhere Taonga under the Heritage New Zealand Pouhere Taonga Act 2014.

Note

1. An archaeological assessment, advice from Heritage New Zealand Pouhere Taonga, or ~~consultation~~ engagement with iwi and representatives of Mana Whenua will not be required where there is documentary evidence held by Council that this has previously been carried out for the site, and that the proposed new work is covered by that documentary evidence.

1.2.2.8

Historic Heritage Areas

- a. Any activity requiring resource consent relating to a site locating within historic heritage area shall include a Heritage Impact Assessment as part of the resource consent application.
- b. Purpose: To address the potential effects associated with a development within a historic heritage area, in terms of the effects on the authenticity, integrity and consistency of the visual and physical qualities of the area.
- c. The content and detail of the Heritage Impact Assessment must correspond with the scale, nature and potential adverse effects of the proposal. The assessment must clearly demonstrate that the proposed development is unlikely to have any significant adverse effects on the historic heritage values of the area with reference to the Statement for the HHA contained in Appendix 8D in relation to the matters referred to the following representativeness and consistency criteria.
- d. The Heritage Impact Assessment shall include:
 - i. A description of the identified historic heritage area and the subject site, and an assessment on the significance of the subject site to the overall heritage values representativeness and consistency of the HHA with reference to the Statement contained in Appendix 8D.
 - ii. A summary of the purpose and necessity for the development and any alternatives considered;
 - iii. An assessment of how the proposal will be sympathetic to, and not detract from the heritage values, representativeness and consistency of the HHA. In particular, an assessment of the proposed development against the following consistency criteria of visual and physical qualities must be provided:
 - The extent of the proposal impacts on the Street/Block Layout which makes a positive contribution to the heritage values and quality of the area.
 - The extent of the proposal impacts on the Street Design, including street trees, berms, carriageways and other planting within the street which make a positive contribution to the heritage values and quality of the area.
 - The extent of the proposal impacts on the Lot Size, Dimensions and Development Density, including shape and size of lots which makes a positive contribution to the heritage values and quality of the area.

- ~~The extent of the proposal impacts on the Lot Layout, including position of buildings on lots, dominance of car parking, and landscape and tree planting within the lot which makes a positive contribution to the heritage values and quality of the area.~~
 - ~~The extent of the proposal impacts on the overall Topography and nature environment of the area makes a positive contribution to the heritage values and quality of the area.~~
 - ~~The extent of the proposal impacts on the styles of Architecture and Building Typologies, including overall shape, form and material, and whether these factors make a positive contribution to the heritage values and quality of the area.~~
 - ~~The extent of the proposal impacts on the Street Frontage Treatments, such as walls, fences and planting, and whether these make a positive contribution to the heritage values and quality of the area.~~
- e. For the purpose of the Heritage Impact Assessment, representativeness means whether the area is representative of a period of development which has historic heritage significance in the development of the city. This criterion is to be assessed after the consistency criteria have been assessed and has been influenced by both the original period of development and whether there has been significant change in the area which has impacted its representativeness.
- f. The Heritage Impact Assessment must be prepared by a suitably qualified and/or experienced heritage expert. Depending upon the scale, nature and potential adverse effects of the proposal the Council may accept an HIA not prepared by a suitably qualified and/or experienced heritage expert.

1.2.2-8.9

Comprehensive Development Plan

- a. All CDP applications shall show the total expected development for the identified Comprehensive Development Plan area (even if the development is to proceed in stages) through plans and explanatory text.
- b. Where a CDP area is to be developed in stages, the information required for each stage of the CDP process must be sufficient to enable assessment of the application in terms of the Concept Plan (Rototuna), Structure Plan and the Urban Design Guide.
- c. Any staged application for the development of a CDP area shall include an overall development framework setting out the following for the entire CDP area:
 - i. Staging,
 - ii. Main block pattern,
 - iii. Roads and access ways,
 - iv. Stormwater solutions,
 - v. Reserves, and
 - vi. Bulk and scale of the buildings.

The application for the development of a specific stage within a CDP area shall provide detailed information, including the design of urban spaces, buildings and their service

infrastructure as set out in the table below.

d. For CDP applications in the Industrial Zone refer to Rule 9.3.3 and 9.3.4.

e. CDP applications (except those in the industrial zone) shall include where relevant, but not be limited to the following:

Note

1. Depending on the nature of the development and the stage it is at, not all information may be required as part of the CDP.

Information Requirements	Rototuna Town Centre Zone	All other CDPs (excluding the Industrial Zone)
a. Demonstrating how the land-use pattern and features proposed in the relevant Structure Plan will be achieved.	✓	✓
b. Demonstrating via an urban design assessment how the proposed development is in general accordance with the relevant assessment criteria and design guide.	✓	✓
c. Demonstrating how the standards of the zone will be met and the extent to which the relevant assessment criteria is achieved.	✓	✓
d. Defining the exact boundaries between the precinct and adjoining precincts.	✓	
e. The method by which the development of each Comprehensive Development Plan Area is to be managed, and how it will relate to surrounding land, and the wider Structure Plan area.		✓
f. The method by which the development of each precinct is to be managed, and how precincts will relate to each other, surrounding land and the wider Rototuna Town Centre area.	✓	
g. How transportation and other infrastructure is to be provided to enable the efficient, safe, effective, functional and sustainable delivery of infrastructure. This must take into account the subject Comprehensive Development Plan Area, integration with the surrounding CDP areas and the wider Structure Plan area.		✓
h. How transportation and other infrastructure is to be provided to enable the efficient, safe, effective, functional and sustainable delivery of infrastructure. This must take into account the subject Comprehensive Development Plan Area, integration with the surrounding CDP areas, the wider Rototuna Town Centre and the wider Structure Plan area.	✓	
i. Showing the exact location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	✓
j. Site development. Illustrate:		
i. Activity types	✓	✓
ii. Building footprints	✓	✓

iii. Individual shop and business tenancy sizes	✓	
iv. The number of residential units proposed	✓	✓
v. External layout and floor areas of residential units	✓	✓
vi. How the identified yield is to be met	✓	✓
vii. Pedestrian walkways and cycleways	✓	✓
viii. Any carparking areas and vehicular circulation	✓	✓
ix. Vehicular access points between the site and public roads	✓	✓
x. Landscaping areas	✓	✓
xi. Service areas with appropriate screening	✓	✓
xii. Outdoor living courts		✓
xiii. Position of any existing buildings on adjacent land	✓	✓
xiv. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including treatment of building frontages, and relationship between internal boundaries of Comprehensive Development Areas (e.g. glazing and orientation)		✓
xv. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including treatment of building frontages (e.g. glazing and orientation)	✓	
k. Development staging: Explain if the development of the Comprehensive Development Area is to be staged, the manner and proposed timeframes for the staging and the means of managing any vacant land during the staging process.	✓	✓
l. Elevations. Illustrate:	✓	✓
i. Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent properties in terms of overall urban design, streetscape character and amenity.		
ii. Verandas	✓	
m. Signs. Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.	✓	✓
n. Transportation. Carry out an Integrated Transport Assessment (ITA) which addresses:	✓	✓
i. Provision for pedestrians, cyclists and passenger transport		
ii. Consistency with Access Hamilton and associated action plans		

<ul style="list-style-type: none"> iii. On-site provision of any car parking, servicing and manoeuvring space iv. How any car parking is to be provided, taking into account surrounding land uses and the opportunities for shared car parking v. Safe and efficient provision of entry and exit, including safety for all road users vi. Safe sight visibility distance for access points vii. Safe separation of access points from intersections and other access points viii. Impact of access on safe and efficient traffic flow on the transport network ix. Impact on the capacity and performance of the transport network. 		
o. Possible transport and accessibility modelling to assist in the preparation of the ITA. Applicants must also demonstrate whether a Travel Plan is required to mitigate any transport impacts from the development.	✓	✓
p. Servicing. Explain the provision, staging, location and capacity of network utilities and integration with existing and planned network utilities, quantity and quality of stormwater and proposed stormwater treatment, management and disposal facilities. Prepare an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.	✓	✓
q. Road Design. Provide details of: <ul style="list-style-type: none"> i. Form, function and design of internal roads including the integration with the existing transport network ii. Pavement and surfacing materials iii. Location of parking areas iv. Planting and street furniture v. Provision for pedestrians and cyclists vi. Location of passenger transport facilities, including corridors or priority treatments vii. Provision for road lighting viii. Proposed speed limit and design speed ix. The location and concept design of the roads (including typologies). 		✓
r. Pedestrian and Cycle Links. Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be	✓	✓

used within these areas.		
<p>s. Planting and Screening. Provide details of:</p> <ul style="list-style-type: none"> i. The type of landscaping to be established in yards, carparking areas, and other landscape areas ii. Identification of the plant and tree species to be used iii. Size of the vegetation iv. Number of plants to be used v. Artificial lighting or screening to be used vi. Consideration of passive surveillance and other CPTED principles vii. Maintenance provisions. 	✓	✓
t. Public Square: Show the type of landscaping and materials to be used, taking into consideration CPTED and lighting for safety, amenity and ambience. Consideration must be given to the multifunctional use of the square and its relationship with surrounding buildings and features.	✓	
u. Gateways: Show how the areas defined as gateways in the Rototuna Town Centre Design Guide will be treated in terms of opportunities for landmark buildings, structures, and public art to announce the sense of arrival and departure.	✓	
v. ICMP: Show how the development takes into account and addresses a completed and approved ICMP.		

1.2.2-8a.10

Temple View Precincts

- a. All applications for resource consent for activities within a Temple View Precinct shall show the total anticipated development for the Precinct area through plans and explanatory text, regardless of whether the application relates to all or part of the Precinct.

Where an application for resource consent for activities within a Temple View Precinct relates to part of the Precinct, the level of information regarding anticipated development for the balance of the precinct area may be indicative but shall provide sufficient detail to demonstrate that the proposed development integrates with the existing development within the Precinct (where relevant) and the anticipated development for the entire Precinct area.

- b. Where a Temple View Precinct is to be developed in stages through the progressive lodgement of multiple resource consent applications, the information required for each stage of the Precinct process must be sufficient to enable assessment of the application against the purpose of the specific Precinct (in the context of the Character Area and/or the Heritage Area), and the Urban Design Guide.
- c. Notwithstanding a. and b. above, all applications for resource consent for the development of a Temple View Precinct shall include an overall development framework which sets out the following for the entire Precinct:
- i. Staging,

- ii. Main block pattern,
- iii. Roads and access ways,
- iv. Stormwater solutions,
- v. Reserves, and
- vi. Bulk and scale of the buildings.

All applications for resource consent for activities within a Temple View Precinct shall provide, as a minimum, detailed information relating to the design of urban spaces, proposed buildings and service infrastructure for the proposed activities.

- d. In addition to the mandatory information requirements stated above any application for resource consent for activities within an identified Temple View_Precinct shall include the information listed in the table below, where the information is identified for the specific Precinct.

Note

1. This information requirement applies to all resource consent applications for activities within a Precinct, whether the application relates to the entire Precinct or whether the application is for a particular stage of development within that Precinct.
2. Applicants may provide additional information where considered appropriate.
3. All applications for resource consent must also comply with the requirements of the Resource Management Act 1991, including Schedule 4.

Information Requirements	Temple View Zone				
	Precinct 1	Precinct 2	Precinct 3	Precinct 4	Precinct 5
a. Demonstrate via an urban design assessment how the proposed development addresses the relevant assessment criteria and design guide.	✓	✓	✓	✓	✓
b. Demonstrate how the standards of the zone will be met and the extent to which the relevant assessment criteria are achieved.	✓	✓	✓	✓	✓
c. Demonstrate how the proposed activities will integrate with the anticipated development for the entire Precinct and the surrounding Precincts	-	✓	✓	✓	✓
d. Demonstrate how infrastructure, including transportation links, will be provided which is safe, functional and sustainable; and which will integrate with development within the Precinct as well as surrounding Precincts.	✓	✓	✓	✓	✓
e. Identify the location and design of proposed areas of open space, ecological links and natural features which are to be retained or enhanced, and the areas to be developed for stormwater purposes.	✓	✓	✓	✓	✓

f. Details of the proposed development, including:	-	-	-	-	-
i. Activity types	✓	✓	✓	✓	✓
ii. Building footprints	✓	✓	✓	✓	✓
iii. Individual shop and business tenancy sizes	✓	-	-	-	-
iv. The number of residential units	✓	✓	✓	✓	✓
v. External layout and floor areas of residential units	✓	✓	✓	✓	✓
vi. Pedestrian walkways and cycleways	✓	✓	✓	✓	✓
vii. Any carparking areas and vehicular circulation	✓	✓	✓	✓	✓
viii. Vehicular access points between the site and public roads	✓	✓	✓	✓	✓
ix. Landscaping areas	✓	✓	✓	✓	✓
x. Service areas with appropriate screening	✓	✓	✓	✓	✓
xi. Outdoor living courts	✓	✓	✓	✓	✓
xii. Position of any existing buildings on adjacent land	✓	✓	✓	✓	✓
xiii. How the proposal integrates with adjacent properties in terms of contributing to an overall urban design and streetscape character including building frontages, and relationship between precinct boundaries (e.g. glazing and orientation)	✓	✓	✓	✓	✓
g. Development staging: Explain if the development of the Precinct is to be staged, the manner and proposed timeframes for the staging and how any vacant land will be managed over time until all stages of the development are complete [where this is known and/or the Precinct land is owned by a single land owner or where a single enterprise has control over development across the entire Precinct].	✓	✓	✓	✓	✓
h. Building height and orientation, building exterior design features, any balconies, any artificial lighting to exterior walls and features, and how the proposed development will integrate with adjacent Precinct properties in terms of overall urban design, streetscape character and amenity.	✓	✓	✓	✓	✓
i. Signs: Give details on number, dimensions, location, content, means of support and attachment. This includes signs of the names of the residential development if applicable.	✓	✓	✓	✓	✓

j. Transportation: Require the preparation of an ITA as set out in Chapter 25, Rule 25.14.4.3	✓	✓	✓	✓	✓
k. Servicing: Explain the provision, staging, location and capacity of network utilities and their integration with existing and planned network utilities. Provide details (to an appropriate level, commensurate with the nature and scale of the development), of the quantity and quality of stormwater; and any proposed stormwater treatment, management and disposal facilities. Provide an assessment of the impact on the infrastructure including network capacity and tolerance to support the development including future maintenance requirements.	✓	✓	✓	✓	✓
l. Road Design: Provide details of: <ul style="list-style-type: none"> i. Form, function and design of internal roads including the integration with the existing transport network ii. Pavement and surfacing materials iii. Location of parking areas iv. Planting and street furniture v. Provision for pedestrians and cyclists vi. Location of passenger transport facilities, including corridors or priority treatments vii. Provision for road lighting viii. Proposed speed limit and design speed ix. The location and concept design of the roads (including typologies). 	✓	✓	✓	✓	✓
m. Pedestrian and Cycle Links: Provide details of the position of walkways and cycle ways, links to adjacent sites, consideration of passive surveillance and other CPTED principles, and any artificial lighting to be used within these areas.	✓	✓	✓	✓	✓
n. Planting and Screening: Provide details of: <ul style="list-style-type: none"> i. The type of landscaping to be established in yards, carparking areas, and other landscape areas ii. Identification of the plant and tree species to be used iii. Size of the vegetation 	✓	✓	✓	✓	✓

iv. Number of plants to be used					
v. Artificial lighting or screening to be used					
vi. Consideration of passive surveillance and other CPTED principles					
vii. Maintenance provisions.					
o. Demonstrate how the development of the Precincts will integrate with the heritage items and Archaeological site within the Temple View Zone that are listed in Appendix 8A and Appendix 8B to ensure the retention of the heritage values associated with these items.	✓	✓	✓	✓	✓
p. Demonstrate how reverse sensitivity will be managed; and how the proposed development will address the interface between the urban activities within Hamilton City and the rural activities within Waipa District.	-	-	✓	-	-

1.2.2.9.11 Flood Risk Assessment Report

Any application for subdivision consent creating additional lots within a Flood Hazard Area is to undertake a flood risk assessment report as outlined below.

This report is a site specific flood assessment supporting proposed subdivision, use or development of land which may be affected by flooding. Its purpose is to provide information about the subject site, the proposed activity, the likelihood, nature and extent of the relevant flood hazard and an explanation as to whether the resulting level of flood risk is acceptable. It can be used to provide a more site specific assessment of flood hazards than the broad flood hazard categorisation identified on the Planning Maps and implemented by rules in Volume 1, Chapter 22: Natural Hazards.

The flood hazard modelling information used by Council to identify Flood Hazard Areas should be used to inform this report.

- a. The report must be prepared by an appropriately experienced and qualified practitioner and consider up to at least a 1% annual exceedance probability event.
- b. The report must include, but may not be limited to, the following matters, where applicable.
 - i. The existing use and development of the site.
 - ii. An outline of the likelihood and effects of flooding on the site.
 - iii. A site layout plan showing:
 - Land potentially affected by flooding in a flood event, including areas of overland flow paths on the subject site and all adjoining sites.

-
- The location of the proposed activity, including any proposed building platforms, in relation to the land potentially affected by flooding.
- iv. Whether there is a reasonable or practicable alternative to locating the proposed use or development on land within a Flood Hazard Area.
- v. The sensitivity of the proposed activity to the adverse effects of flooding.
- vi. The potential risk to life, health and safety, and property during a flood event including consideration of:
- Frequency, duration, extent, depth and velocity of flooding on the site and any access to the proposed activity,
 - Cumulative risks from interactions with any other natural hazard affecting that site (e.g. geotechnical conditions),
 - Any available flood warning time, and
 - The ability to access or evacuate the site and the danger to residents and emergency service personnel if the site or access to the proposed activity is affected by flooding.
- vii. The positive or adverse effect of the proposed activity on:
- Overland flow paths (e.g. obstructing or diverting),
 - Hydrological capacity (e.g. reduced flood water storage capacity),
 - Flood water depths, and
 - Flood water velocities.
- viii. Whether the proposed activity creates a new or exacerbates an existing natural hazard both on or off site.
- ix. Options to avoid or mitigate the adverse effects of flood hazards and reduce risk to the proposed activity to an acceptable level, including consideration of the appropriateness of any mitigation measures proposed. This may require:
- An elevation plan showing freeboard heights in relation to the top water flood level of a 1% annual exceedance probability event.
 - Information confirming that the proposed design of sub-floor structures, walls or fences allows for the free passage of flood waters.
 - Information confirming that the design of proposed structures or buildings is sufficient to withstand inundation by flood waters.
- c. If the report relies on flood hazard modelling information other than that used by Council to identify the Flood Hazard Areas in the Planning Maps then the report must include detail about the model methodology, assumptions and limitations, validation and any peer review.
-

- d. The report may recommend the refinement of the extent of the Flood Hazard Areas depicted in the Planning Maps to reflect a greater level of topographical detail than that used in Council's flood hazard modelling. An explanation of the methodology used and the nature, extent and effect of the refinement is required.

Note

1. *Recommended refinements cannot alter the activity status of the proposal.*

1.2.2-10.12**Site Management Plan (Waikato Riverbank and Gully Hazard Area)**

Any application for resource consent for subdivision, use or development within the Waikato Riverbank and Gully Hazard Area or any activity not complying with standards in Rule 20.4.1, must be accompanied by a Site Management Plan prepared by an appropriately experienced and qualified practitioner. This will include, but may not be limited to:

- a. Location, extent and form of all existing and proposed:
 - i. Buildings and structures.
 - ii. Landscaping (including retaining walls and fences).
 - iii. Sealed and impermeable ground surfaces.
- b. Existing and proposed site contours at 0.5m intervals.
- c. Location, extent and species of:
 - i. Existing vegetation being removed.
 - ii. Existing vegetation being retained.
 - iii. Any proposed new vegetation.
- d. The location of vehicle access, manoeuvring and any parking areas.
- e. The nature of the ground conditions and the suitability of the proposal having regard to these ground conditions.
- f. Any risk mitigation measures proposed.
- g. Land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazard, including any modification to landforms and removal of vegetation.
- h. Methods proposed for site management of earthworks and stormwater.

In relation to Peat Lakes, Wetlands and Peat Lake Catchments:

A description of the measures to be undertaken to help prevent or reduce effects on:

- Ecosystems, plants and animals any any disturbance of habitats
- Any natural watercourse including any discharge of sediment to the waterway and any effect on water quality, water clarity and in-stream habitats.

1.2.2-11.13 Stormwater Disposal Report

Any application for resource consent for subdivision, use or development within the Waikato Riverbank and Gully Hazard Area or any activity not complying with standards in Rule 20.4.1, must be accompanied by a Stormwater Disposal Report prepared by an appropriately experienced and qualified practitioner. This will include, but may not be limited to:

- a. A description of the site, including:
 - i. Natural drainage patterns and any other drainage features (including any spring or groundwater seepage).
 - ii. Its relationship to broader stormwater catchments.
 - iii. Ground conditions and any particular geotechnical vulnerabilities.
- b. Existing stormwater consent constraints (if any) and whether these impact on the proposal.
- c. An assessment of the wet season (winter) water table that establishes the minimum capacity of the ground to absorb water.
- d. An assessment of post-development stormwater flows and the means to be employed to match these to predevelopment flows.

1.2.2-12.14 Hazardous Facilities

Any application for resource consent for Hazardous Facilities shall include as part of the resource consent application the following information.

Any application for resource consent for Hazardous Facilities shall include as part of the resource consent application the following information.

- a. The proposed site and layout, with a description of the nature and scale of the proposed hazardous facility and associated operations.
- b. Quantities of hazardous substances proposed to be used, stored, transported or disposed of on the site.
- c. Site drainage and off-site infrastructure, including the biophysical characteristics of the site and surrounding areas (e.g. stormwater systems, transport corridors).
- d. Design and location of site access to provide safe access to and from the transport network.
- e. The sensitivity of the surrounding human, natural and physical environment and proposed measures to protect them.

-
- f. Separation distances from neighbouring activities and people potentially at risk from the hazardous substance facility, including consideration of the proximity to people oriented activities (e.g. childcare facilities, hospitals, schools, rest homes).
 - g. Identification of on-site hazards and exposure pathways from the proposed facility, including a description of the environment actually or potentially affected by the proposal.
 - h. Potential cumulative effects with neighbouring facilities.
 - i. Preliminary hazard and risk assessment that systematically addresses the site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects.
 - j. Management of wastes containing hazardous substances, including a waste management plan.
 - k. Fire safety and fire water management.
 - l. Proposed contingency measures and emergency plans.
 - m. Proposed monitoring and maintenance schedules.
 - n. **Risk assessment.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must contain a risk assessment that systematically addresses site hazards, likely accident scenarios, exposure pathways, receiving environments and potential environmental effects. The detailed hazard analysis and risk assessment of installations, operations and processes involving hazardous substances is to be appropriate to the type and scale of the proposed facility. For significant facilities a quantitative risk assessment may be required. This assessment should place emphasis on:
 - i. Identification of potential hazards, failure modes and exposure pathways; assessment of the probability and potential consequences of an accident leading to a release of a hazardous substance or loss of control, including, as applicable, cumulative or synergistic effects.
 - ii. Acceptability of the assessed risks, including cumulative risks.
 - iii. Residual risks after applying proposed risk control and mitigation measures.
 - o. **Alternatives.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must also contain an evaluation of alternatives (sites or locations, substances, quantities, processes or equipment, site management, etc) to determine whether there are any alternatives to the proposal, particularly where it is possible that the activity is likely to result in significant environmental effects.
 - p. **Risk mitigation and control.** For any activity that requires discretionary activity consent under Chapter 25.4 City-wide – Hazardous Facilities, the Assessment of Environmental Effects must clearly identify proposed risk control and mitigation measures, with emphasis on sensitive land-use activities and environments, including, as applicable:
-

- i. Equipment, systems and engineered safety measures such as containment devices, fire safety apparatus and spill contingency or clean-up equipment.
- ii. Emergency management plans, monitoring and maintenance schedules, and training programmes.

1.2.2.13.15

Events

Any event requiring resource consent shall, as part of the resource consent application, provide a waste management plan, transport management plan and noise management plan prepared by suitably experienced and qualified practitioners, as outlined below:

a. Waste Management Plan

The Waste Management Plan shall outline:

- i. An estimate of the types and volumes of waste to be generated by the event.
- ii. Any opportunities for waste minimisation.
- iii. Steps to be taken to maximise the use and collection of recyclables or re-usable materials.
- iv. Waste and recyclables collection, storage and transportation equipment to be provided.
- v. The method of and person responsible for the collection and disposal of waste generated by the event.
- vi. The arrangements made for the provision of post-event waste analysis and reporting of that information to the Council.
- vii. The arrangements made for the provision of litter minimisation, collection, and removal from within the event site and its immediate surrounds.

b. Transport Management Plan

The Transport Management Plan shall outline:

- i. On and off street parking provisions.
- ii. Travel plan including (but is not limited to):
 - i. Provision for access on and off the site for walking, cycling, passenger transport and the mobility impaired.
 - ii. Promotion of options for travel.
 - iii. Incentives for using passenger transport, walking or cycling.
 - iv. Cycle-parking facilities.
 - v. Map for ease of route planning.

- iii. A Temporary Traffic Management Plan prepared in accordance with the Waka Kotahi NZTA Code of Practice for Temporary Traffic Management.
- iv. The outcome of consultation with Waka Kotahi NZTA, NZ Police, emergency services, directly affected residents/businesses and Waikato Regional Council (passenger transport), wherever relevant.
- v. A contingency plan which specifies a clear set of roles and procedures in the case of a traffic accident or emergency.

c. Noise Management Plan

The Noise Management Plan shall outline:

- i. Days and times of pre-event sound testing and practice, and of the main event.
- ii. Identification of likely noise sources and the nature of noise emissions (including frequency of occurrence and duration and any special audible characteristics).
- iii. The applicable noise performance standards.
- iv. Identification of likely affected persons and any special needs of those persons.
- v. Community consultation and notification of affected persons.
- vi. Mitigation measures, including for any pre-event sound testing and practice.
- vii. Monitoring of sound levels during the event to ensure compliance with the noise performance standards.
- viii. Complaints management procedure.
- ix. Contact details of key personnel.
- x. Reporting of monitoring results to Council.

1.2.2.14.16

Concept Development Consents and Consents for Te Awa Lakes Adventure Park for Major Facilities and Provision of Concept Plans

Any application for a Concept Development Consent and consents for Te Awa Lakes Adventure Park for major facilities shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

- a. How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, Chapter 25.15: City-wide – Urban Design.
- b. Demonstrate how the objectives, policies and rules in Volume 1, Chapter 17: Major Facilities Zone have been met.

-
- c. Demonstrate how the relevant assessment criteria have been met.
 - d. Details of any consultation undertaken.
 - e. A Concept Development Consent application and resource consent applications for Te Awa Lakes Adventure Park shall include a concept plan which shows diagrammatically, in the form of precincts:
 - i. The general distribution of activities, buildings, open space and any parking facilities.
 - ii. Provision for access to and movement within the site for vehicles.
 - iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.
 - iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.
 - v. Future development areas, major landscaping areas and protected natural heritage and cultural features.
 - vi. The parameters to which development in different areas will be subject, in terms of the general configuration and bulk of existing and proposed buildings.
 - vii. Development Staging. Explain if development of the major facility is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.
 - viii. How Interface Areas on site are being appropriately planned for in the development of Concept Development Consents.
 - ix. In the case of Waikato Stadium a shading diagram showing the extent and duration of shading resulting from new development proposals over any neighbouring properties.
 - f. Any other information that may be needed to assess the application.
 - g. New Concept Development Consents and resource consents for Te Awa Lakes Adventure Park shall include a Broad ITA in accordance with Appendix 15-2. In Te Awa Lakes Adventure Park the ITA shall assess the levels of traffic generation to determine the implementation of transport infrastructure improvements and their staging and timing in accordance with clause 3.8.3 and Rule 3.8.5.3 in Section 3.8, Te Awa Lakes Structure Plan. The ITA shall include information describing the proposed walking and cycling network and its connections to existing shared paths in the locality. The ITA shall include evidence of consultation with Waka Kotahi NZTA and how the outcomes of that consultation have been addressed.
 - h. In Te Awa Lakes Adventure Park, a Travel Demand Management (TDM) Plan that outlines the measures to be implemented to achieve:
 - Leadership of travel demand management by the consent holder;
 - Collaborative participation with Hamilton City Council, Waikato Regional Council and the local Te Awa Lakes community;
-

- Strong mode shift outcomes to alternative, non-motorised and public transport utilisation;
 - Integration with existing and future public transport outcomes;
 - Multi-modal ride share alternatives and associated infrastructure;
 - Cycle network integration and enhancement;
 - Pedestrian network integration and enhancement; and
 - Minimisation of external private trip making.
- i. In Te Awa Lakes Adventure Park a management plan for the cable ski lake, and any other water bodies in the Adventure Park designed for immersion in water, including swimming, that has a purpose of achieving a swimmable water quality. The management plan is to include:
- A plan for monitoring water inflows and water quality to provide sufficient data to adaptively manage the water bodies to meet a swimmable water quality;
 - A series of triggers and actions including the use of chlorophyll-*a* as a metric, to maintain the water quality;
 - Details of who will be responsible for undertaking the monitoring and any actions to maintain the water quality of the water bodies; and
 - An Operations and Maintenance Manual for the ongoing maintenance of the water bodies.
- j. An alligator weed management plan prepared by a suitably qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:
- i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable;
 - ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed;
 - iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices; and
 - iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

Note: The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.

- k. In Te Awa Lakes Adventure Park, the design and layout of activities, structures and the provision of landscaping or other screening adjacent to the Waikato Expressway and Te Rapa Road frontages of the site so as to avoid, as far as practicable, distraction to road users.

1.2.2-15.17**Centre Assessment Report**

- a. Any applicant for a resource consent for office or retail activities that are not listed permitted activities on any sites outside the Central City or Business Zones shall provide a detailed Centre Assessment Report as part of the application excluding for a Dairy in the General Residential Zone.
- b. Any applicant for a resource consent for office or retail activities within the Central City or Business Zones may be required to provide a detailed Centre Assessment Report as part of the application, excluding:
- i. Ancillary retail and offices in any Central City or Business zone
 - ii. Any retail activity in the Central City Zone
 - iii. Any office activity in the Central City Zone (Downtown Precinct)
 - iv. Yard based retail
 - v. Building Improvement Centres
 - vi. Wholesale and trade retail supplies
 - vii. Any office or retail activity that is provided for in the Zone Activity Status Table as Permitted but requires resource consent due to failure to comply with one or more General Standard(s).

c. Purpose

To address the potential effects associated with a proposal for retail or office activity in terms of the specified restricted discretionary activity criteria set out in Appendix 1 – clause 1.3.3H

The content and detail of the Centre Assessment Report shall correspond with the scale, nature and potential adverse effects of the proposal. A detailed assessment may not be required if the applicant can clearly demonstrate that the proposed development is unlikely to have any significant adverse effects in relation to the matters referred to in the assessment criteria 1.3.3H.

d. Information requirements

The information shall include:

- i. A summary of the methodology and data sources used to prepare the assessment.
- ii. The following comparative indicators on the current vitality, functions and amenity of the

Central City and sub-regional centres for the activity and a summary analysis of discernible trends:

- Retail expenditure patterns
 - Floorspace and activity mix
 - Employment by type
 - Pedestrian environment and flows
 - Parking and public transport services and connections
 - Retail and office demand and supply, including vacancy levels.
- iii. The existing and consented development located outside of the Central City and/or sub-regional centres, which has been taken into account when assessing the potential adverse effects of the development.
- iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators
- v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

1.2.2-16.18

Ruakura Logistics Zone

- a. Applications for Freight-handling activities and Logistics and Freight-handling infrastructure within the Inland Port (Sub Area A (Inland Port)), see Figure 2-14, shall be accompanied by a Noise and Vibration Management Plan for the relevant stage of the Inland Port which shall include the following:
- i. The result of any noise monitoring undertaken to demonstrate that earlier stages of Inland Port development and logistics activities, if any, meet noise performance standards, with an analysis of compliance as necessary.
 - ii. A recalibrated model based on the results of the above monitoring.
 - iii. The identification of construction and operational noise and vibration sources and the noise emissions associated with each stage of the development of the Inland Port (Sub Area A (Inland Port)), including refrigerated containers.
 - iv. The applicable noise performance standards to be achieved at different times of the day.
 - v. The applicable vibration performance standards.
 - vi. Operational strategies and configurations adopted for each stage based on modelling which achieve compliance with the noise and vibration performance standards set out in Chapter 25.8.
 - vii. Plans and diagrams sufficient to illustrate the location, scale and dimensions of the noise barrier designed to achieve compliance with the noise performance standards set out in Chapter 25.8.
 - viii. Strategies and configurations to be adopted during construction which achieve compliance with the noise and vibration performance standards set out in Chapter 25.8.

- ix. A signed statement by its author stating that the measures identified will enable the activity to comply with the noise and vibration performance standards set out in Chapter 25.8.
- x. A subsequent signed statement by the designer of the noise barrier that it has been constructed in a way that makes it fit for purpose.
- xi. Identification of persons potentially affected by noise and vibration from the operation and construction of the Inland Port (Sub Area A (Inland Port)) (including but not limited to members of the Inland Port Community Liaison Committee required under Rule 10.5.1), a record of meetings held and consultation undertaken with such potentially affected persons, and responses to matters raised in consultation.
- xii. Procedures for monitoring noise levels to ensure compliance with the noise performance standards in Chapter 25.8.
- xiii. Management of noise emissions at night, with particular emphasis on the methods to effectively manage the noise effects on noise sensitive activities and which avoid or minimise sudden and/or loud noises at night.
- xiv. Procedures for receiving and addressing noise complaints.
- xv. Methods for updating the Noise and Vibration Management Plan as appropriate to respond to changing requirements.
- xvi. Contact details of key personnel, including the name of the person with overall responsibility for ensuring noise limits are met.
- xvii. An independent peer review report prepared by a suitably qualified and experienced expert acceptable to the Council that considers all aspects of the Noise and Vibration Management Plan, in particular the accuracy of modelling, the matters of discretion listed in Appendix 1.3.3 N2 Ruakura and compliance with noise and vibration performance standards.

1.2.2-17.19

Knowledge Zone Precinct C - Centre Assessment Report

a. Purpose

To address the potential effects associated with a proposal for retail, office and other activities in terms of the specified restricted discretionary activity criteria set out in Appendix 1.3.3H- Functionality, Vitality and Amenity of Centres and 1.3.3 N Ruakura.

The content and detail of the Centre Assessment Report shall correspond with the scale, nature and potential adverse effects of the proposal. A detailed assessment may not be required if the applicant can clearly demonstrate that the proposed development is unlikely to have any significant adverse effects in relation to the matters referred to in the assessment criteria 1.3.3H.

b. Information requirements

The assessment shall include the following information:

- i. A summary of the methodology and data sources used to prepare the assessment.
- ii. The following comparative indicators on the current vitality, functions and amenity of the Central City and sub-regional centres for the activity and a summary analysis of discernible trends:
 - Retail expenditure patterns
 - Floorspace and activity mix
 - Employment by type
 - Pedestrian environment and flows
 - Parking and public transport services and connections
 - Retail and office demand and supply, including vacancy levels.
- iii. The existing and consented development located outside of the Central City and/or subregional centres, which has been taken into account when assessing the potential adverse effects of the development.
- iv. Any external non-development factors such as macroeconomic trends or site specific factors that could influence the above indicators.
- v. Information should be included to demonstrate the appropriateness of the timeframes used to demonstrate trends and future predictions.

1.2.2-18.20

Land Development Plans - Ruakura

Land Development Consent

An application under Rule 3.7.4.2 shall be accompanied by a Land Development Plan including the following information:

General

- a. The exact boundaries between the Land Development Plan and adjoining Land Development Plan Areas.
- b. The exact boundaries of any Open Space Zone included in the Land Development Plan.
- c. Where an application for Land Development Consent is made for part of a Land Development Plan Area (as shown on Figure 2-16), pursuant to Rule 3.7.4.2.b the following indicative information for the balance area of each Land Development Plan Areas shall be provided as part of that application:
 - i. The location and width of proposed roads and carriageways and their integration with the existing and future transport networks;
 - ii. The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across

the entire structure plan and adjacent Land Development Plan areas;

- iii. The National Grid electricity transmission network;
- iv. Where the Land Development Plan contains any part of the Inland Port (Sub Area A (Inland Port)) an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network;
- v. The location and size of storm water treatment and control measures; and
- vi. The location, size and purpose of open spaces.

Concept Layout Plan

- d. The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs) and the integration of roads with the existing and future transport network and the National Grid electricity transmission network.
- e. The location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent land development plan areas.
- f. Within the Inland Port (Sub Area A (Inland Port)) – an indicative layout plan showing internal roads, hardstand and impermeable areas, crossing points under transmission lines, indicative building locations, future rail sidings and connections to the East Coast Main Trunk Railway and clearances between finished surface levels of the Inland Port and the National Grid electricity transmission network.
- g. The location and design of storm water treatment and control measures.
- h. The location and dimension of open spaces, and the total area provided for each open space purpose consistent with the purpose of the Ruakura Open Space Zone and Ruakura Structure Plan area.
- i. The location and dimension of pedestrian and cycle ways.
- j. Existing and proposed Three Waters infrastructure necessary to service the Land Development Area.
- k. Existing and proposed ground levels and associated earthworks (Note: consent for earthworks within a National Grid Yard may also be required under Rule 25.2.3 or 25.7.4).
- l. Methods to provide public access to and use of the Open Space, except as may need to be limited for safety reasons.
- m. Consistency with the overall strategic infrastructure network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2).

Landscape Concept and Ecological Enhancement Plan

- n. A Landscape Concept and Ecological Enhancement Plan that includes the following:

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- i. A landscape concept for the area of open space included in the Land Development Plan, consistent with the purpose of the Ruakura Open Space Zone and Ruakura Structure Plan area.
 - ii. Details of landscape treatment of streets, footpaths and cycleways.
 - iii. Details of landscape treatment of storage basins, swales and linear wetlands, which show at a minimum the following:
 - a. 100% cover of indigenous wetland vegetation in linear wetlands associated with arterial, collector roads and local roads in Industrial Park Zone; and
 - b. 80% cover of indigenous wetland vegetation in linear wetlands associated with the main greenway corridor, including the Silverdale Road to Mangaonua greenway and the corridor adjoining the expressway in the Logistics and Industrial Park Zones.
 - iv. Details of the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) required in Rule 10.5 and as shown on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2). These details shall include:
 - a. Measures to ensure that filled ground provides optimum growing conditions such as avoiding the placement of compacted fill and installing topsoil that has been stripped and stockpiled according to sound practice.
 - b. Plant types and species, sizes at time of planting and spacing sufficient to achieve the screening purpose of the buffer areas.
 - c. The selection of quick growing trees that are capable of achieving the planting heights (other than understorey and edge planting) specified on Figure 2-17 Inland Port Building Setbacks and Landscape Controls (Appendix 2) according to the following growth rates:
 - Year 1 = 2m
 - Year 5 = 6m-8m
 - Year 8 = 8m-10m
 - Year 10 = 10m-12m
 - d. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.
 - v. Details of the Landscape Buffer Areas for Percival Road required under Rules 10.5.4.3 and 11.5.3 and as shown on Figures 10.5.4.3a and 11.5.3a. These details shall include those as outlined in iv., a., b. and d. above.
 - vi. Measures to ensure the implementation and ongoing maintenance of the Landscape and Ecological Concept Plan. In particular, the Landscape and Ecological Concept Plan shall detail the proposed timeframes for the implementation of the planting in the Landscape Buffer Areas in the Inland Port (Sub Area A (Inland Port)) relative to the proposed development and operation of logistics and freight-handling activities and infrastructure.
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- vii. A design statement, and details of plant species¹ and materials including indigenous trees and shrubs bordering the linear wetland to improve the ecological function without hindering their treatment functions.

¹ **Note:**

On the basis of the soil type within the storage basin to be planted, shrubland and forest species shall be selected from Clarkson B D, Clarkson B R and Downs T M, 2005: Indigenous Vegetation Types of Hamilton Ecological District, CBER Contract Report 58. The percentage vegetation cover of the storage basins shall be consistent with Hamilton City Council Infrastructure Technical Specifications October 2013 or its replacement.

- viii. Methods in the design and layout of Open Space to provide for the amenity of adjoining and adjacent activities.
- ix. The design of the linear wetlands to support black mudfish, shortfin eels and longfin eels, including a range of vegetation suitable to support these fish species without hindering the treatment functions of the linear wetland. The design shall take account of risk factors for black mudfish including competition from pest fish, lack of suitable peat soils, drying out, lack of cavities for mudfish to aestivate (sleep over summer) and inappropriate pH of water due to lack of peat. This may necessitate retention or incorporation of peat soils in the construction of the linear wetlands.
- x. Methods to ensure implementation of a Native Fish Management Plan for the Land Development Plan Area consistent with the requirements of the Structure Plan Area-wide Native Fish Management Plan.
- xi. Methods to ensure implementation of a Native Lizard Management Plan for the Land Development Plan Area consistent with the requirements of the Structure Plan Area-wide Native Lizard Management Plan.
- xii. The Native Fish Management Plan and Native Lizard Management Plan prepared by suitably qualified and experienced ecologist and shall include:
 - a. containment and translocation methods for at risk species;
 - b. methods to ensure adequate separation between black mudfish and longfin eels;
 - c. adaptive management, monitoring and response process to determine the success or otherwise and to implement a contingency plan if necessary; and
 - d. an analysis of risk relating to timing of collection, containment and translocation.

Water Impact Assessment

- o. A Water Impact Assessment based on anticipated development in the Land Development Plan that includes the following:
 - i. How the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.
 - ii. Where there is no relevant Integrated Catchment Management Plan, how the proposal is consistent with the development of and gives effect to Ruakura Strategic Infrastructure

including as shown on Figures 2-15A and B in Appendix 2 for the entire structure plan area.

- iii. How the Land Development Plan provides for the eventual diversion of any temporary connections to strategic infrastructure, including timing or triggers for such diversions.
- iv. An assessment of any potential effects (including cumulative effects) of the development in relation to its catchment. In particular, the assessment should include consideration of potential construction effects and the potential effects of new stormwater devices on adjacent private property.
- v. Details of what water-sensitive techniques are proposed and methods of implementation.
- vi. Details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques.
- vii. Details of how the water-sensitive techniques will be operated and maintained to ensure ongoing water efficiency benefits.
- viii. Confirmation of available Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the Land Development Plan area and the wider structure plan area.
- ix. Details of the water demand (flow and pressure) and water sources.
- x. An assessment of the effect that any staged or interim development and infrastructure has on the strategic network described in Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) including an assessment of when any diversion to that strategic network is required to restore the city wide network capacity that was being used on an interim basis.

Note:

Consent from the Regional Council for an increased water take may be required where a development proposal is to take in excess of 15m³ of water per day.

Integrated Transport Assessment

- p. An Integrated Transport Assessment (ITA) for anticipated development within the Land Development Plan area, prepared in accordance with the requirements of Rule 25.14.4.3 and confirming that the anticipated levels of development will comply with Rule 3.7.4.3 Staging and Traffic Requirements. Prior to approving an ITA or Land Development Plan for the first stage of the Inland Port (Sub Area A (Inland Port)), the upgrading requirements of Ruakura Road from, and including, the Silverdale Road intersection to Wairere Drive shall be reviewed. Any upgrading required shall be agreed with the Hamilton City Council, and be completed in accordance with the agreement before operation of the Inland Port (Sub Area A (Inland Port)) or other development commences.
- q. Details of how the Land Development Plan has been designed to align with the Cyclist and Pedestrian Network Plan in Figure 2-18 Ruakura Cyclist and Pedestrian Network Plan in (Appendix 2), including the grade separation of facilities on arterial routes.
- r. Details of any proposed crossing of the East Coast Main Trunk Railway by the Spine Road,

which show how it will be grade-separated.

Mitigation of Adverse Land Development Effects on Habitats

- s. Details of how land development avoids, remedies or mitigates adverse effects on, or where possible enhances, any significant habitats of indigenous fauna.

Medium Density Residential Zone

- t. The layout of roads, public spaces and lots, showing how compliance with a minimum net density of 16 dwellings per hectare will be achieved.
- u. The specific location and extent of the Integrated Retail Development consistent with that shown on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2).

Open Space Provisions

The following components of the open space network are to be considered when developing a Land Development Plan to ensure the various functions are not compromised. The Land Development Plan shall demonstrate the maintenance and development of:

- v. Greenway - In addition to the stormwater management function, the greenway shall create opportunities for improved habitat and ecological benefits in the Ruakura Structure Plan area and in downstream receiving environments.
- w. Gullies - Layout of the residential area is to be designed to provide opportunities for the restoration and enhancement of the Kirikiriroa Stream headwaters.
- x. Visual amenity and buffer between incompatible activities – in particular the following open space areas identified on the Ruakura Structure Plan are intended to provide a buffer function: (See Figure 2.14 Ruakura Structure Plan – Land use-(Appendix 2))
 - The greenway;
 - The area to the north of the proposed Ruakura Industrial Park Zone that adjoins the General Residential Zone;
 - The transmission corridor between Ruakura Road and the Knowledge Zone
 - The area between the realigned Ruakura Road and Silverdale Road, and between the Ruakura Industrial Park Zone and the existing General Residential Zone to the south;
 - The area between the logistics and industrial activities, and the residential neighbourhoods in Silverdale and the University of Waikato.
 - The area between Fairview Downs residential area and the Spine Road.
- y. Neighbourhood reserves – these will be required as part of the subdivision process and the establishment of residential neighbourhoods. As such the location of the neighbourhood reserves on Figure 2-14 Ruakura Structure Plan – Land use (Appendix 2) is indicative only. Each neighbourhood reserve shall be an area of approximately 0.5ha and serve a catchment area of approximately 500m radius. Neighbourhood reserves complement the range of facilities provided by the Ruakura Open Space Zone and provide a focal point for, and contribute to the visual amenity of the local community.
- z. Connectivity – a concept layout plan at Land Development Plan stage will show the location

and dimension of pedestrian and cycle ways in accordance with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) as well as the landscape treatment of streets, footpaths and cycleways.

Ruakura Strategic Infrastructure (as shown on Figures 2-15A and B)

- aa. Consistency with Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2) 3.7.2.6 Connections to Ruakura Strategic Infrastructure and 3.7.4.4 Ruakura Strategic Infrastructure Rules, where relevant.

1.2.2-19.21

Staging and Traffic Requirements

- a. The application shall be accompanied by an Integrated Transport Assessment (ITA) prepared in accordance with Rule 25.14.4.3.
- b. All ITAs required shall be prepared by suitably qualified professionals and should generally follow the approach and guidelines of Waka Kotahi New Zealand Transport Agency's "Research Report 422: Integrated Transport Assessment Guidelines, November 2010", or its replacement.

1.2.2-20.22

Concept Plan Consent for Knowledge Zone (excluding Precinct C)

Any application for a Concept Plan Consent for Precinct A, B or D in the Knowledge Zone shall show the total expected development of the facility (even if the development in that area is to proceed in stages) through plans and explanatory text which may include the following information (as relevant).

- a. How the proposal is in general accordance with the urban design approach objectives and policies in Volume 1, {Link, 6435,Chapter 25.15: City-wide – Urban Design.
- b. Demonstrate how the objectives, policies and rules in Volume 1, Chapter 8: Knowledge Zone have been met.
- c. Demonstrate how the relevant assessment criteria have been met.
- d. Details of any consultation undertaken.
- e. A Concept Plan shall be provided as part of a Concept Plan Consent that shows diagrammatically, in the form of sub areas:
 - i. The general distribution of activities, buildings, open space and any parking facilities.
 - ii. Provision for access to and movement within the site for vehicles.
 - iii. Pedestrian and cycle links. Show the position of existing and proposed walkway and cycleway links within the site and to adjacent sites.
 - iv. The interrelationships with the surrounding locality, including buffer areas, links to local centres and access to passenger transport.
 - v. Future development areas, major landscaping areas and protected natural heritage and cultural features.
 - vi. The parameters to which development in different areas will be subject, in terms of the

general configuration and bulk of existing and proposed buildings.

- vii. Development Staging. Explain if development of the precinct is to be staged, the manner and proposed timeframes for the staging (if known) and the means of managing any vacant land during the staging process.
 - viii. How Interface Areas on site are being appropriately planned for in the development of Concept Plans as part of a Concept Plan Consent.
- f. Any other information that may be needed to assess the application.
- g. New Concept Plan Consents shall include a Broad ITA in accordance with {Link, 6327, Rule 25.14.4.3.

Note

A Concept Plan Consent may include a condition which requires the consent holder to submit a detailed building design, prior to construction commencing. This is to ensure quality outcomes for the Knowledge Zone in circumstances where a CPC identifies building envelopes. The matters which may be required to be addressed will be based on Assessment Criteria B – Design and Layout in Appendix 1.3.3.

1.2.2-21.23

Land Development Consent - Te Awa Lakes Medium-Density Residential Zone

An application under Rule 4.5.6.c shall be accompanied by a Land Development Plan including the following information. All information shall demonstrate consistency with the Te Awa Lakes Structure Plan.

- a. The boundaries between the Land Development Plan and adjoining Land Development Plan Areas.
- b. The boundaries of any Open Space Zone included in the Land Development Plan.
- c. Where an application for Land Development Consent is made for part of a Land Development Plan Area (as shown on Figure 2-21) pursuant to Rule 4.5.6.b.), the following indicative information for the balance area of each Land Development Plan Area shall be provided as part of that application:
 - i. The location of proposed roads and their integration with the existing and future transport networks;
 - ii. The location and size of stormwater treatment and control measures; and
 - iii. The location, size and purpose of open spaces.
- d. The location, width and design of proposed roads and carriageways (including lighting, street furniture and signs), and including measures that achieve safe speed environments, and the integration of roads with the existing and future transport network.
- e. The location and design of stormwater treatment and control measures.
- f. The locations and dimensions of the main linear lake and any relevant components of open space described in 3.8.2.8, in accordance with Figure 2-19 and Rule 3.8.5.4 in Section 3.8 Te Awa Lakes Structure Plan. In addition, for the main linear lake, the details of engineering

measures to be implemented at the northern and southern outlets of the lake to ensure a maximum hydraulic gradient of 2% between the linear lake and the Waikato River is maintained at all times. For the avoidance of doubt, any engineering measures required to ensure compliance with this rule shall take precedence over any other engineering provisions in the District Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).

- g. The location and dimensions of pedestrian and cycleways including details of how the Land Development Plan has been designed to align with the Walking and Cycling Network in Figure 2-19 Framework Plan in Section 3.8 Te Awa Lakes Structure Plan and to connect to the walking and cycling paths referred to in clause 3.8.3 in Section 3.8 Te Awa Lakes Structure Plan, including their integration with existing and future pedestrian and cycleways.
- h. Existing and proposed Three Waters infrastructure necessary to service the Land Development Plan Area and in accordance with any relevant Full ICMP. If there is no relevant Full ICMP, prepare and include a sub-catchment ICMP in accordance with Appendix 1.2.2.6.
- i. Existing and proposed ground levels and associated earthworks.
- j. A landscape concept plan, incorporating an indigenous landscape plan, that includes:
 - i. A landscape concept for any areas of open space, including neighbourhood reserves and esplanade reserves.
 - ii. Details of landscape treatment of streets, footpaths and cycleways.
 - iii. Details of landscape treatment of stormwater swales, wetlands, detention basins and lake riparian margins.
 - iv. Details of landscape treatment to provide a buffer adjacent to the Waikato Expressway.
 - v. Details of plant types and species and sizes at time of planting, including eco-sourcing of plants from within the Waikato Basin and choice of species that reflect the history of the area.
 - vi. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.
 - vii. Use of indigenous plant species and landscape design that reflect cultural perspectives including valued food gathering species and those that support habitat for mahinga kai, native birds and lizards.
 - viii. Details of any interpretation materials communicating the history and significance of places and resources and any tangata whenua inspired artwork or structures.
 - ix. Evidence of consistency with the Ecological Rehabilitation and Management Plan required by Rule 1.2.2.21.k.
 - x. Evidence of engagement with tangata whenua in preparation of the landscape concept plan, including how the outcomes of that engagement have been addressed.
- k. An Ecological Rehabilitation Management Plan (ERMP). The objective of the ERMP is to

enhance ecological values where practicable and if not, to avoid, remedy or mitigate potential adverse effects on freshwater and terrestrial ecological values. It is to include the following, and the methods to implement them:

- i. An indigenous fish management plan, including a summary of fish habitat and species present, a summary of planned works, permitting requirements, procedures for dealing with pest fish, biosecurity protocols, timing of works, procedures for recovering indigenous fish prior to and during works, roles and responsibilities of parties, reporting requirements and any specific mitigation measures.
- ii. Planting of trees for bat habitat, including tall tree species such as Kahikatea and Totara, in areas where bat habitat utilisation is likely to be high, except for LDP Areas Q and R, and area X in the Business 6 zone, where smaller species will have less geotechnical risk.
- iii. Lighting design that is sensitive to bat habitat including minimal lighting in areas close to the Waikato River, avoidance of upward-facing lighting and UV lighting, and avoidance of lighting in wetland and riparian margin areas.
- iv. Restoration planting to include wetland restoration, habitat enhancement and riparian buffer zones.
- v. Provision of passage into the main linear recreational lake for indigenous fish if practicable, while excluding exotic pest fish species.
- vi. Main linear recreational lake bathymetry that is sufficient to help reduce wind-driven sediment resuspension and excessive growth of nuisance weeds.
- vii. Incorporating diversity into the main linear recreational lake shore habitat including built areas, wetland plants and beach areas.
- viii. Ensuring sufficient water flow through the main linear lake or other methods to maintain high water quality, having particular regard to avoidance of nuisance phytoplankton blooms.
- ix. Ensuring new stream habitat mimics natural systems.
- x. A specific ecological rehabilitation plan to restore and enhance the unnamed tributary to the Waikato River that is the southern stormwater outlet of the site. The stream runs through the adjacent Lot 1 DPS 57602 and Part Lot 1 DPS 11080, and the plan is to apply to its full length and incorporate as a minimum:
 - Creation of a diverse and variable habitat and channel complexity over time to allow for differences in flow velocities.
 - Provision of vegetative cover, woody debris or other in-stream structures.
 - Fish passage by way of lined ramp or similar to enable native climbing species.
 - A meandering channel.
 - Creation of pool-riffle-run sequences.

- Proposals for ongoing maintenance and management.
 - Avoidance of instream works during peak fish migration periods (August-December)
- xi. Evidence of engagement with tangata whenua during preparation of the ERMP including how the outcomes of that engagement have been addressed.
- l. Within 200m of the Waikato Expressway carriageway, the layout of roads and lots to generally achieve orientation of habitable rooms in buildings away from the Expressway.
- m. Within 100m of Hutchinson Road the design of residential dwellings to demonstrate that their main living area outlook and their outdoor living spaces are not orientated to the south.
- n. A Water Impact Assessment that demonstrates how the proposal is consistent with the recommendations, measures and targets of the relevant Integrated Catchment Management Plan or Subcatchment Integrated Catchment Management Plan.
- u. An alligator weed management plan prepared by a suitably qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision and development. The management plan is to include:
- i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.
 - ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.
 - iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.
 - iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.
- Note:** *The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.*
- v. In Land Development Plan Areas Q and R, and area X in the Business 6 Zone, the following additional information to address residual natural hazard risks resulting from future activities, is required:
- i. Location, extent and form of all existing and proposed:
 - Buildings and structures.
 - Landscaping (including retaining walls and fences) in accordance with the Landscape Concept Plan required by Rule 1.2.2.21.j).

- Sealed and other impermeable ground surfaces.
- ii. Existing and proposed site contours at 0.5m intervals.
- iii. Location, extent and species of:
 - Existing vegetation being removed.
 - Existing vegetation being retained.
 - Any proposed new vegetation.
- iv. The location of vehicle access, manoeuvring and parking areas where relevant.
- v. The nature of ground conditions and a description of proposed remediation and ground improvement measures.
- vi. Details of proposed ground surface levels to ensure underground services can be installed sufficiently above ground water levels.
- vii. Evidence of consultation with underground service providers on required service installation depths and how that information has informed the final ground surface design.
- viii. Landform design to direct surface water towards the lake rather than the river.
- ix. Details of the use of any low permeability lining to be placed over the base of services trenches.
- x. Details of combined services trenches.
- xi. Specific geotechnical designs of structures.
- xii. Details of any rainwater reuse tanks and their overflow paths and discharge locations.
- xiii. Methods to mitigate any land stability, erosion, earthquake (amplification and liquefaction) or any other natural hazards.
- xiv. An assessment and design to demonstrate how the proposed landform width in LDP Areas Q and R minimises the risk of piping erosion or other ground failure.
- xv. Any mitigation measures proposed.
- xvi. Methods for site management of earthworks and stormwater.
- w. In Land Development Plan Areas I and J (the main linear lake), Q and R, and area X in the Business 6 zone, the outcomes of an independent engineering peer review commissioned by the applicant in consultation with Hamilton City Council.

1.2.2-22.24

Resource Consents - Te Awa Lakes Business 6 Zone

An alligator weed management plan prepared by a suitably-qualified person incorporating methods to manage and control alligator weed during construction and on an ongoing basis after subdivision

and development. The management plan is to include:

- i. Objectives that focus on eradication of the weed from the site but provide for an adaptive approach of stopping its spread and reducing its density if that proves impracticable.
- ii. Identification of measures for the safe disposal or removal off site of soil or other material infested with alligator weed.
- iii. Identification of the need for any of the management and control measures to be implemented on an ongoing basis following subdivision and development, and to be incorporated into conditions of consent and through consent notices.
- iv. Evidence of consultation with Waikato Regional Council and Hamilton City Council (as asset manager), including how the outcomes of that consultation have been addressed, and a copy of any Weed Hygiene Plan that is in place in accordance with the provisions of the Waikato Regional Pest Management Plan.

Note: The Te Awa Lakes site contains alligator weed which is defined as a 'progressive containment' pest plant in the Waikato Regional Pest Management Plan. That Plan includes rules that apply to land that is to be subdivided or developed and includes pest plants. The Waikato Regional Pest Management Plan is administered by Waikato Regional Council.

1.2.2-23.25

Rotokauri North

a. Subdivision of a Duplex

- i. For any restricted discretionary activity subdivision of a permitted activity duplex (which meets Rule 4.7.12.a), applicants need not provide a site analysis (otherwise provided for in 1.2.2.2.c above).

b. Any subdivision in Rotokauri North

- i. Identify whether approval of the subdivision consent would exceed a development trigger or upgrade threshold specified in 3.6A.4.2.
- ii. The ability for any proposed lot in a subdivision to comply with the vehicle crossing separation distance requirements in Rule 25.14.4.1a. and 25.14.4.1c. shall be demonstrated.

c. Rotokauri North Ecological Rehabilitation Management Plan (ERMP)

For any subdivision where the footprint of the subdivision area includes land within the 'Green Spine' identified in Appendix 2 Figure 2-8A, and/or land for stormwater management devices to vest not identified on Figure 2-8A an ERMP shall be provided with the application and shall meet the following requirements (to apply to the application footprint of the proposed subdivision only):

- i. The objective of the ERMP is to restore, protect and enhance aquatic and terrestrial ecological values within the site of the existing stream corridor and proposed stormwater treatment wetlands within the Green Spine.

ii. The plan shall incorporate:

A. Habitat that mimics natural systems including:

- Fish passage
 - Diverse and variable habitat and channel complexity over time to allow for differences in flow velocities
 - A meandering channel
 - Pool-riffle-run sequences
 - Woody debris or other in-stream structures
- B. Measures to protect native fish during stream restoration work including but not limited to recovery and holding of fish during works, procedures for dealing with pest fish, permitting requirements, reporting requirements and any specific mitigation measures.
- C. Indigenous wetland and riparian planting, to include the stormwater wetlands, habitat enhancement and riparian buffer zones.
- D. Ongoing maintenance and management.
- E. Evidence of engagement with mana whenua during preparation of the ERMP including how the matters mana whenua raised in that engagement have been addressed.
- d. Protected long-tailed bats, indigenous bird and lizard species:

Long-tailed bats, indigenous bird and lizard species regardless of threat status are protected under the Wildlife Act 1953 from killing or injuring. Long-tailed bats are vulnerable to killing and injury while roosting, birds while nesting and lizards during any site clearance that includes habitat where they are present. It is advisable for any subdivision applicant to be aware of their obligations under the Wildlife Act 1953 when clearing land of vegetation and structures.

For any subdivision application in Rotokauri North provide supporting explanation that these requirements have been considered.

e. Kereru Reserve Management Plan (KRMP)

For any subdivision application in Rotokauri North that includes land within the Kereru Reserve Significant Natural Area (SNA) within the subdivision footprint (identified in Appendix 2, Figure 2-8A, as 'Natural Open Space'), a KRMP shall be provided with the application and shall meet the following requirements (to apply to the application footprint of the proposed subdivision only):

- i. The objective of the KRMP is to provide for the protection and enhancement of the vegetation and fauna within Kereru Reserve SNA
- ii. As a minimum, the KRMP is to include the following:
 - A. Proposed management measures including the removal of weed species, pest management and enrichment planting.
 - B. Evidence of engagement with mana whenua during preparation of the KRMP, including how the matters mana whenua raised in that engagement have been addressed.

f. Rotokauri North Landscape Plan – Reserves to Vest

For any subdivision application in Rotokauri North involving a proposal to vest any land for reserve or local purpose access or involving the creation of a landscape buffer against SH39, a Landscape Plan shall be provided with the application and shall meet the following requirements (applying to the application footprint of the proposed subdivision only):

- i. The objectives of the Landscape Plan are to identify opportunities to enhance amenity values and provide for the recreation needs of the community through the provision of public parks and reserves.
- ii. The Landscape Plan shall include:
 - A. Use of indigenous species and landscape design that reflect mana whenua cultural perspectives including species that are valued as customary food or for traditional uses, and those that support indigenous biodiversity and provide habitat for mahinga kai, native birds and lizards.
 - B. Details of plant species and sizes at time of planting proposed within the subdivision site, including eco-sourcing of plants from within the Hamilton Ecological District and choice of species that reflect the history of the area.
 - C. Details of ongoing maintenance to ensure the planting achieves the best possible growth rates.
 - D. Details of how the landscape plan will support cultural harvest.
 - E. Details of any interpretation materials communicating the history and significance of places and resources and any mana whenua inspired artwork or structures.
 - F. Evidence of engagement with mana whenua in preparation of the Landscape Plan, including how the matters mana whenua raised in that engagement have been addressed.
 - G. Consistency with the Ecological Rehabilitation and Management Plan and the Keruru Reserve Management Plan.
 - H. Evidence of consistency with any existing landscape development plan that has been prepared for any other subdivisions within Rotokauri North.
 - I. Pedestrian and cycle connections within reserves and to the roading network.
- g. In addition to the ITA content specified in 25.14.4.3 m., any ITA prepared in relation to development within Rotokauri North shall include:
 - i. Specific consideration of demand, safety, levels of service and options for mitigation at the following intersections and transport corridors:
 - A. Exelby Road / State Highway 39 (SH39) intersection;
 - B. Collector 1 / State Highway 39 intersection;
 - C. Te Kowhai Road / State Highway 39 / Burbush Road intersection;

- D. Burbush Road;
 - E. Exelby Road between Rotokauri North and the Rotokauri Road / Exelby Road intersection inclusive; and
 - F. Exelby Road / Lee Road intersection.
- ii. Evidence of the following consultation and responses to the issues raised in that consultation:
- A. Consultation with Waikato District Council on the parts of Exelby Road and Te Kowhai Road that are in that Council's jurisdiction.
 - B. Consultation with Waka Kotahi (the New Zealand Transport Agency) regarding the interface with SH39 including any intersections.
 - C. Consultation with the owner(s) of 336, 338 and 360 Te Kowhai Road in relation to the intersection design planned in proximity with particular regard to achieving safe access to these properties and ensuring the intersection design does not exacerbate existing water runoff/flooding that occurs at the southern frontage of these properties.
- iii. An ITA addressing the intersections listed in clause i shall be provided where the cumulative total of consented lots/units reach 700.

1.2.2.X

Significant Natural Areas – Biodiversity offsetting and biodiversity compensation

Any activity requiring a resource consent relating to Significant Natural Areas and proposing biodiversity offset or biodiversity compensation measures shall include as part of the resource consent application:

- a. Assessment of the proposal against the effects hierarchy in Policy 20.2.1d and whether the proposal is appropriate under Policy 20.2.1e.
- b. Assessment of the proposal against the most recent best practice guidelines on offsetting and compensation.

Note: Current guidance documents include Department of Conservation's *Guidance on Good Practice Biodiversity Offsetting in New Zealand*, published August 2014, and *Biodiversity Offsetting under the Resource Management Act: A guidance document*, prepared for the Biodiversity Working Group on behalf of the BioManagers Group, 2018. [425]

1.3 Assessment Criteria

1.3.1 Guide to Using the Criteria

This chapter is subject to the following plan changes:
Plan Change 9 with proposed new text are underlined with green highlighting
Plan Change 9 with proposed deleted text have strikethrough with red highlighting
Plan Change 9 section 42A recommendations (June 2023) with new text being underlined and deleted text with strikethrough
Plan Change 9 section 42A updated recommendations (October 2023) with new text being underlined and deleted text with strikethrough

This chapter provides a range of Assessment Criteria that are to be used, where relevant, in the assessment of activities that require resource consent.

Specifically:

- 1. Controlled Activities will be assessed against the matters over which Council has reserved control. The assessment criteria are provided within section 1.3.2 with the section headings being the Matters of Control.
- 2. Restricted Discretionary Activities that are restricted solely due to failed standards will be assessed against the effects resulting from an activity not complying with any relevant standard(s) in this District Plan (refer section 1.3.3.A1 of this appendix).

To assist with assessing the effects of the non-compliance, there may be specific criteria within section 1.3.3 of this appendix that could be of use in assessing the application.
- 3. Restricted Discretionary Activities that are restricted solely due to being listed in the chapters as a Restricted Discretionary Activity will be assessed against the specific matters of discretion which are identified against each activity in the chapter.
- 4. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Controlled Activity and also fail standards will be assessed against the relevant criteria as outlined in points 1 & 2 above.
- 5. Restricted Discretionary Activities that are restricted by virtue of being listed in the chapter as a Restricted Discretionary Activity and also fail standards will be assessed against the relevant criteria as outlined in points 2 and 3 above.
- 6. Discretionary and Non-Complying Activities may use the criteria in {Link, 9193,section 1.3.3 as a guide with specific reference to the general criteria in A2.

1.3.2 Controlled Activities – Matters of Control

The following section contains matters over which Council has reserved control for Controlled activities. These are referenced in other parts of the District Plan.

Note

- 1. Example: chapters in this District Plan may include a section titled “Controlled Activities – Matters of Control” and a table like the example below.

Activity	Matter of Control Reference Number (Refer to Volume 2, Appendix 1.1)
i. Teaching and research laboratories	A. Hazardous Facilities

In this example the controlled activity is “i. Teaching and research laboratories”. The matters of control are identified by the reference “A”. These references align with the lists below. In this example “A” is

associated with Hazardous Facilities with the relevant matters of control listed beneath.

A.	Hazardous Facilities	
	The extent to which the effects on, and risks to, the health and safety of people, property and the environment are appropriately managed, including:	
	i.	Matters referred to in the relevant standards in Rule 25.4.4 of Chapter 25.4 City-wide – Hazardous Facilities.
	ii.	Safe access to and from the transport network.
	iii.	Effects due to the sensitivity of the surrounding natural, human and physical environment.
	iv.	Separation distances and the type of environment/number of people potentially at risk from the proposed facility.
	v.	Potential hazards and exposure pathways arising from the proposed facility.
	vi.	Potential cumulative hazards presented in conjunction with neighbouring facilities.
	vii.	Proposed:
		• Fire safety and fire water management
		• Spill contingency and emergency planning
		• Monitoring and maintenance schedules
		• Waste disposal management
		• Hazardous substance transport arrangements
	viii.	Compliance with relevant Standards and Codes of Practice.
	ix.	Any other measures to avoid or mitigate risks posed by the activity.
	<p>Note Relevant Standards and Codes of practice referred to above may include:</p> <ul style="list-style-type: none"> • Below Ground Stationary Container Systems for Petroleum – Design and Installation HSNOCOP 44, Environmental Protection Agency, May 2012 • Below Ground Stationary Container Systems for Petroleum – Operation HSNOCOP 45, Environmental Protection Agency, May 2012 • Guidelines for Assessing and Managing Petroleum Hydrocarbon Contaminated Sites in New Zealand, Ministry for the Environment, 1999 • Environmental Guidelines for Water Discharges from Petroleum Industry Sites in New Zealand, Ministry for the Environment, 1998 • NZS8409: 2004 Management of Agrichemicals • AS/NZS 1596: 2008 – Storage and Handling of Liquid Petroleum Gas • AS/NZS 2982: 2010 – Laboratory Design and Construction • AS/NZS 2243.1: 2005 – Safety in Laboratories – Planning and Operational Aspects • AS/NZS 2243.2: 2006 – Safety in Laboratories – Chemical Aspects • AS/NZS 2243.3: 2010 – Safety in Laboratories – Microbiology • AS/NZS 2243.5: 2004 – Safety in Laboratories – Non-ionising Radiation • AS/NZS 2243.6: 2010 – Safety in Laboratories – Plant and Equipment Aspects • AS/NZS 2243.8: 2006 – Safety in Laboratories – Fume Cupboards • AS/NZS 2243.9: 2009 – Safety in Laboratories – Recirculating Fume Cabinets • AS/NZS 2243.10: 2004 – Safety in Laboratories – Storage of Chemicals 	
B.	Industrial Zone	
a.	Building Design, External Appearance and Site Layout	

	i.	The extent to which any activity involving buildings adjoining an identified transport corridor and buildings within the Rotokauri Employment Area presents an attractive visual appearance, including minimising:
		<ul style="list-style-type: none"> • Large featureless building façades facing the transport corridor.
		<ul style="list-style-type: none"> • The placement of any plant or machinery on the front of the building or within the front yard setback (with the exception of machinery displayed for sale, hire, or plant associated with on-site security).
		<ul style="list-style-type: none"> • Over-dominant illuminated signage within the site.
		<ul style="list-style-type: none"> • Front fences, walls and signs that detract from an active visual relationship between the site and street/primary transport corridor.
		<ul style="list-style-type: none"> • The location of the service and outdoor storage areas within the front setback.
	ii.	For ancillary residential activities, the extent to which:
		<ul style="list-style-type: none"> • Outdoor living areas or balconies are contiguous with the internal living areas.
		<ul style="list-style-type: none"> • The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of amenity, noise and visual privacy for residents, whilst effect from dust, fumes and light glare are minimised.
b.	Site Layout	
	iii.	Within the Rotokauri Employment Area, the extent to which the adverse effects of the location of buildings, parking areas and outside storage areas minimise their potential impact on the amenity of any adjoining Residential, Special Character or Open Space Zones.
	iv.	For ancillary residential activities and within the Rotokauri Employment Area, the extent to which the development has been designed and located so that the potential for reverse sensitivity effects (including noise) is avoided, remedied or mitigated.
	v.	The extent to which the site layout incorporates Crime Prevention Through Environmental Design, to develop a positive relationship with the street and improve passive surveillance.
	vi.	<p>The extent to which landscaping is incorporated within the site layout, to visually reduce the bulk of new development and mitigate adverse visual effects, particularly from the front boundary and those parts of the site visible from public spaces.</p> <p>Note <i>This is particularly important in relation to the setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways and arterial transport corridors.</i></p>
	vii.	Within the Rotokauri Employment Area, the extent to which landscaping enhances amenity at key interfaces such as State Highway 1, green corridors, arterial transport corridors, Wintec Rotokauri Campus and the Rotokauri Suburban Centre.
C.	Knowledge Zone and Major Facilities Zone	
a.	Building Design, External Appearance and Configuration	
	i.	The extent to which the external appearance, scale and design of buildings:

			1.	Contributes to compatibility between buildings and their integration with other development on the site, adjacent sites and surrounding public spaces.
		2.	Contributes to the active frontage along public streets and open space, particularly at corner sites.	
		3.	Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.	
	ii.	The cumulative effect of buildings and the extent to which opportunities have been taken to cluster buildings and/or ensure that areas are left free from buildings.		
	iii.	The extent to which parking, manoeuvring areas, driveways and outdoor service areas are designed and located to be safe and efficient, and to protect amenity values of the streetscape and adjoining sites.		
	iv.	The extent to which the building design and development:		
			1.	Makes a positive contribution to the local character of the site and surrounding area.
			2.	Improves large façades (including side walls) that are visible from public places by ensuring they are treated in a way that provides visual interest and reduces the apparent bulk of the building.
	v.	The extent to which Crime Prevention Through Environmental Design principles have been incorporated.		
	vi.	Encourage easy and safe pedestrian access and circulation for those not arriving by vehicle.		
b.	Landscaping			
	vii.	The extent to which landscaping is incorporated within the site layout to reduce the bulk of new development and mitigates adverse visual effects. Note <i>This is particularly important in relation to setback from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.</i>		
In addition to the above general matters, the following relate to site specific matters of control.				

	University of Waikato	
	viii.	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should seek to enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.
	ix.	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.
	x.	The extent to which the location of buildings maintains the safe and efficient operation of network utilities, including high voltage transmission lines.
	Knowledge Zone	
	xi.	The extent to which the open space character of the northwest sector of the site is maintained.
	Claudlands Event Centre	
	xii.	The extent to which the open space character of the eastern part of the site is maintained including the maintenance of a suitable buffer adjoining Jubilee Park.
	Te Rapa Racecourse/Thoroughbred Business Park	
	xiii.	The extent to which development of the site retains views between the racecourse and Minogue Park.
	Waikato Hospital	
	xiv.	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.
	xv.	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.
	Waikato Stadium and Seddon Park	
	xvi.	The extent to which future buildings and the enhancement of facilities including any provision for office, retail and visitor accommodation provides for functional integration with the site.
	Wintec Rotokauri	
	xvii.	The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke.
D.	Te Rapa North Industrial Zone	
a.	Concept Development Consent for Stage 1A	
	i.	The extent to which it identifies the total area not exceeding 30ha available for industrial development within Stage 1A.
	ii.	The extent to which it defines the location and extent of the development area not exceeding 7ha pursuant to Rule 12.6.1.
	iii.	The extent to which it defines the general location and extent of the development area not exceeding 23ha pursuant to Rule 12.6.1.
	iv.	The extent to which it demonstrates connectivity and sequential development between the 7ha and 23ha land release areas and adjacent sites.

	v.	The extent to which it provides an indicative internal road layout and it provides for alternative modes of transport including public transport, pedestrian and cycle linkages within and between the 30ha and adjacent land.
	vi.	The extent to which it considers and responds to the recommendations and proposed conditions of an Integrated Transport Assessment prepared in accordance with Rule 25.14.4.3.
	vii.	The extent to which it specifies methods by which vehicle movements will be managed to achieve compliance with Rule 12.4.7.b.
	viii.	The extent to which it identifies any existing indigenous vegetation and areas of ecological value including recognition of existing gully systems and proposals for their management.
	ix.	The extent to which it provides for any landscaping and screen planting including landscaping buffers where land adjoins the Waikato Expressway designation boundary.
	x.	The extent to which it provides a report which demonstrates the extent to which the provision of reticulated infrastructure for the entire 30ha within the Stage 1A development area will occur; provided that existing infrastructure available from the Te Rapa Dairy Manufacturing Site and/or Council infrastructure and headworks (water and wastewater only) may be relied on for the 7ha development under Rule 12.3.3.f.
		<p>Note The above does not involve:</p> <ul style="list-style-type: none"> • Activities requiring an air discharge consent under the Regional Plan (except on land situated to the north of Hutchinson Road, east of Te Rapa Road) • Hazardous waste reprocessing, disposal or storage, except for temporary storage of waste from commercial activities awaiting collection • An extractive industry • Offices, except those that are ancillary to industrial uses • Hospitals, day care facilities, and educational institutions • Retail activities, except for food outlets less than 200m² • Residential activities unless associated with a lawfully established activity.
E.	Historic Heritage	
a.	Management of effects on, and risks to the heritage value of the historic heritage building or structure, including:	
	i.	Effects to the exterior of the historic heritage building or structure.
	ii.	Potential loss of the heritage values of the building or structure.
	iii.	Any other measures to avoid or mitigate risks proposed by the activity.
	iv.	Works compatible with and reflect the original fabric of the historic heritage building or structure.
	v.	Earthquake strengthening not detracting from the appearance and integrity of the historic heritage building or structure.
	vi.	Demonstration of the conservation principles of the International Council on Monuments and Sites (ICOMOS) New Zealand.
b.	<u>Management of effects on, and risks to, the values of the archaeological and cultural site identified in Schedule 8C, Volume 2, Appendix 8, including:</u>	
	i.	<u>Provision for Mana Whenua representation on site for monitoring of earthworks and land</u>

		<u>disturbance.</u>
	ii.	<u>The location, layout, design and method of carrying out the proposed works / proposal and effects on the cultural and spiritual values of the site.</u>
	iii.	<u>Demonstration of the archaeological authority process to modify or damage archaeological sites in accordance with the Heritage New Zealand Pouhere Taonga Act.</u>
F.	Ruakura	
a.	Interface Design Control Area	
		Landscaping
	i.	Ruakura Logistics Zone - Subject to biosecurity requirements, landscaping should be incorporated within the site layout to reduce the bulk of new development and mitigate adverse visual effects. This is particularly important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and City gateways.
	ii.	In relation to the Waikato Expressway, whether landscaping along the boundary with the Expressway Designation is of appropriate scale and density so as to soften views from the Expressway of industrial development.
	iii.	Ruakura Industrial Park Zone – Landscaping and screening should be incorporated within the site layout to reduce the bulk of new buildings and associated development, and to mitigate adverse visual effects - particularly from storage, loading and operational areas likely to be visible from residential areas. This is also important in relation to setbacks from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors, and the Ruakura Open Space Zone and city gateways.
	iv.	Ruakura Industrial Park Zone – In relation to buildings and associated development on sites that adjoin the Ruakura Open Space Zone and abutting the northern boundary of properties on Sheridan Street and Nevada Road or are adjacent to Silverdale Road, proposed landscaping and screening is subject to specific assessment and the standards in Rule 25.5.3.1 are to be used as a guide only.
b.	Crime Prevention Through Environmental Design	
	i.	Buildings and the site layout shall be designed to: <ul style="list-style-type: none"> a. Provide surveillance from offices over main access, car parks and the adjacent street. b. Ensure a clear distinction between visitor areas and operational areas. c. Provide direct, legible and well lit visitor routes. d. Avoid opportunities for concealment.
c.	Temporary Logistics Activities in Sub Area A	
	i.	Conditions shall be imposed to ensure that the location of buildings associated with logistics is temporary, the future rail spur corridor is not compromised and that buildings and activities do not preclude the future full development of the Inland Port.
d.	Medium Density Residential Zone	

	i.	Impact of building design, external appearance and configuration on the public realm particularly when viewed from the Ruakura Open Space Zone and arterial corridor.
	ii.	Site layout.
	iii.	Landscaping.
	iv.	The extent to which the amenity and safety of future occupiers will be protected.

1.3.3 Restricted Discretionary, Discretionary and Non-Complying Assessment Criteria

The following section contains assessment criteria under subject headings that relate to the 'Matters of Discretion' for Restricted Discretionary activities. These are referenced in other parts of the District Plan.

Note

Example: Chapters in this District Plan may include a section titled "Restricted Discretionary Activity – Matters for Discretion, Assessment Criteria and Non-Notification Rule" and a table like the example below.

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.2)
i. Vegetation clearance	D. - Natural character and open space

In this example the restricted discretionary activity is "i. Vegetation clearance". The matters to which discretion has been restricted to are identified by the subject heading of "D - Natural character and open space".

A range of criteria are provided under that heading in this section and where these criteria are relevant they can be used to assess the application. All criteria under the identified subject heading do not need to be assessed, only those relevant to the application.

Discretionary and Non-Complying Activities may use the criteria in this section as a guide, with specific reference to the general criteria in A3.

A	General Criteria Restricted Discretionary Activities due to Performance Standard Non-Compliance		
A1	The effects resulting from an activity not complying with any relevant standard(s) in this District Plan. Guidance on the assessment of effects may be derived from: <ul style="list-style-type: none"> a. Any relevant criteria within section 1.3.3 of this appendix; and b. Any relevant design guidelines contained within this Plan. 		
A2	The extent to which any adverse effects would be offset by benefits to the community or the natural environment.		
	Discretionary & Non-Complying Activities - General Criteria		
A3	Without restricting the exercise of its discretion to grant or refuse consent or impose conditions, the Council shall have regard to the assessment criteria set out below when considering any application under sections 104 and 104B of the Act. Discretionary activities and Non-Complying activities shall be assessed against, but not limited to the following assessment criteria:		
	<table> <tr> <td>a.</td><td>Assessment against relevant objectives and policies including Chapter 2 Strategic</td></tr> </table>	a.	Assessment against relevant objectives and policies including Chapter 2 Strategic
a.	Assessment against relevant objectives and policies including Chapter 2 Strategic		

		Framework
	b.	The extent to which the proposal is consistent with relevant:
	i.	Standards in this Plan.
	ii.	Assessment Criteria, listed in this plan.
	iii.	Design Guides.
	iv.	Structure Plans.
	v.	Comprehensive Development Consents.
	vi.	Concept Plans or Concept Development Consents.
	vii.	Reserve Management Plans.
	viii.	Iwi or Hapu Management Plans.
	ix.	Waikato River Vision and Strategy.
	x.	Master Plans.
	xi.	Temple View Precincts
B	Design and Layout	
	General	
B1	<p>Whether the proposed building design and / or site layout is consistent with the intent of any relevant design guide in Appendix 1 Section 1.4.</p> <p>Note <i>If an activity is a Restricted Discretionary Activity in relation to Design and Layout matters and there is a relevant design guide, then the activity should seek to address the outcomes sought in the design guide as a priority over relevant criteria in this section.</i> <i>Where an application is for a Concept Plan Consent in the Knowledge Zone, the Design and Layout assessment criteria will focus on building precincts / sub-areas, development and infrastructure layout rather than individual buildings.</i></p>	
B2	Whether the external appearance, scale and design of buildings and structures:	
	a.	Are consistent with the purpose of the zone, and enhance the character and amenity of the surrounding area, streetscape qualities and adjoining land uses.
	b.	For corner sites, where appropriate, provide active frontages along both elevations.
	c.	Incorporate Crime Prevention Through Environmental Design principles.
B3	The extent to which the proposed design provides or continues to provide for informal surveillance of public spaces within and adjacent to the development by:	
	a.	Locating doors, windows and other openings associated with living and working areas, so that they overlook and interact with public spaces.
	b.	Locating primary entrances to buildings to face the transport corridor frontage, with the main entrance located adjacent to the frontage with the most pedestrian traffic.
B4	The extent to which building design will add visual interest and vitality to the streetscape and avoids large, featureless façades. For example, through articulation of a façade, attention to fenestration and rooflines, the design of verandas and balconies and the careful choice of materials and colour.	

B5	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a.	To protect amenity values of the streetscape and adjoining sites, including through the use of appropriate screening and landscaping.
	b.	To not be visually dominant.
	c.	To be away from the front of the site and buildings.
	d.	To integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, verandas, parking, loading areas, access to public transport and pedestrian linkages.
B6	The extent to which the activity, including landscaping, has been designed in a manner that supports and enhances pedestrian and cyclists movements, including access to the transport network and along frontages considered important for shopping or entertainment activities.	
	Landscaping and Screening	
B7	The extent to which planting and landscaping is used to:	
	a.	Establish and maintain a well vegetated environment that is compatible with the zone and existing character.
	b.	Visually reduce the bulk of new development and mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces.
	c.	Create an attractive environment that maintains safety and amenity for pedestrians.
	Waste Management	
B8	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	
	a.	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects.
	b.	Consistent with the amenity values of the site and avoid causing nuisance for neighbouring residential activities.
	c.	Suitable for the demand expected by the activity.
	Business Zones	
B9	Whether the proposed building setback adversely affects the use and safety of public spaces, or the continuity of shopping frontages.	
B10	Whether development of a site adjoining the riverbank encourages pedestrian access to and facilitates public use and enjoyment of, the promenade and environs of the Waikato River.	
B11	In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), the extent to which the proposal minimises shadowing and loss of natural light on existing adjacent buildings by providing adequate separation between the proposed development and any existing residential development.	
	Knowledge Zone	
B12	The extent to which public spaces and streets have been designed to be accessible and open to the public at all times (except where closed for operational safety or security reasons).	
	University of Waikato	

B13	The extent to which existing linkages between land uses are reinforced by the layout of buildings and transport corridors. New connections created should enhance accessibility through the zone and have regard to connectivity to the adjoining University of Waikato campus.	
B14	The extent to which high rise buildings are concentrated on the Hillcrest Road ridge.	
B15	The extent to which the open space character of the northwest sector of the site is maintained.	
	Sites Adjoining the Waikato Riverbank	
B16	The extent to which development of a site adjoining the riverbank:	
	a.	Provides a scale and design of any building or structure that maintains or enhances street and reserve areas, the character and amenity, and the heritage or open space values of the adjoining riverbank area.
	b.	Makes provision for building design and configuration, site layout and/or landscaping which enhances the visual and physical relationship with the Waikato River.
	c.	Mitigates the impact of large developments and vehicular oriented activities on the amenity values of the riverbank environment.
	Development within a Structure Plan Area	
B17	The extent to which the proposal is consistent with any relevant objectives of any structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
B18	The extent to which the proposed transport network promotes opportunities to achieve:	
	a.	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure plan or the ability to extend existing transport networks, and
	b.	The future transport network within the relevant structure plan area for which more precise design, location and layout has been approved.
B19	The extent to which the proposal takes into account new information or policies (including but not limited to ICMPs) that will result in outcomes that are more beneficial than those shown on the Structure Plan.	
	Dairies in General Residential and Special Character Zones	
B20	The extent to which the site can adequately accommodate the dairy, any associated residential activity, parking, planting, service areas and signage, whilst ensuring that the building would not dominate the streetscape.	
C	Character and Amenity	
	General	
C1	The extent to which the activity:	
	a.	Makes adequate provision to protect the visual and acoustic privacy of abutting residential and community uses, including through building and site design and hours of operation.
	b.	Is compatible with the location in terms of maintaining and enhancing the character and amenity of the surrounding streetscape and urban form.
	c.	Is able to avoid, remedy or mitigate adverse effects on the existing and foreseeable future amenity of the area, particularly in relation to noise, traffic generation, material deposited

		on roads, dust, odour and lighting.
	Reverse Sensitivity	
C2	The extent to which the development (including residential development) has been designed and located so that the potential for reverse sensitivity effects (including noise) are avoided, remedied or mitigated.	
C2a	In the Te Awa Lakes Medium-Density Residential zone and the Te Awa Lakes Business 6 zone, within 100m of Hutchinson Road, the extent to which the main living area outlook is oriented to the north, away from Hutchinson Road.	
C2b	In the Te Awa Lakes Medium-Density Residential Zone, within 200m of the Waikato Expressway, the extent to which the main living area outlook is oriented away from the Waikato Expressway.	
C2c	In the Te Awa Lakes Medium-Density Residential Zone, and the Te Awa Lakes Business 6 Zone, the extent to which the development (including residential development and visitor accommodation) has been designed so that the potential for reverse sensitivity effects on industrial activities in the wider environment are avoided, remedied or mitigated.	
	Residential Zone	
C3	The extent to which the cumulative effects of a non-residential activity together with other non-residential activities will result in an adverse effect to the residential character of the neighbourhood.	
	Central City & Business Zones	
C4	The extent to which the level of non-retail activity within a shopping frontage would adversely affect the attraction of shoppers and visitors.	
C4a	In Te Awa Lakes Business 6 zone the extent to which the recommendations of an alligator weed management plan in accordance with Rule 1.2.2.22 are to be implemented.	
	Future Urban Zone	
C5	The extent to which the location and siting of effluent storage and disposal can avoid effects to dwellings or adjoining sites.	
C6	The extent to which the rural activity remains the predominant activity on the site.	
C7	The extent to which any intensive farming activity avoids adverse effects of noise, odour, vermin and other potential health hazards or mitigates these through management practices, site layout (placement and orientation), design of buildings, screening and landscaping.	
C8	The measures to be adopted to avoid, remedy or mitigate potential effects on residential activities on the site and adjoining properties.	
	Non-Industrial Activities in the Industrial Zone	
C9	The extent to which the non-industrial activity, within an Industrial Zone, serves the needs of an industrial area and adjoining areas, or is more appropriate to an industrial location than in other areas having regard to the nature of the activity, travel demand characteristics and amenity expectations.	
	Residential activities in Figure 9.3a	
C10	For managed care facilities, retirement villages, and rest homes, the extent to which:	
	a.	The siting, scale, design and layout of buildings ensures compatibility between buildings and their integration with other sensitive development on the site, adjacent sites and surrounding public spaces such as Ashurst Park.

	b.	The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of on-site amenity, noise and visual privacy for residents, and ensures that effects from dust, fumes and light glare are minimised.
	c.	Outdoor living areas or balconies are contiguous with the internal living areas.
	d.	The location of buildings, window and door placement, parking areas and outside amenity areas avoid reverse sensitivity effects on any adjoining industrial activities.
	e.	Existing linkages between land uses are reinforced by the layout of buildings and their positive interface with the proposed linkage road between Maui Street and Karewa Place.
Subdivision		
C11	The extent to which the proposal is consistent with any relevant design guidance in Appendix 1 Section 1.4.	
C12	The extent to which any boundary adjustment would have potential adverse effects on the site or the surrounding area.	
C13	Whether the subdivision creates lots that are appropriate for their intended use.	
C14	The extent to which subdivision or subsequent building design, including the location of transport corridors and reserves, provides for existing electricity lines and their corridors.	
C15	The extent to which the proposal is consistent with objectives of any relevant structure plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on the relevant Structure Plan for the area.	
C16	The extent to which the proposal (including the proposed transport network) promotes opportunities to achieve:	
	a.	A legible and logical pattern of development in accordance with the planned transport network identified within the relevant structure plan or the ability to extend existing transport networks, and
	b.	The future transport network within the relevant structure plan area for which more precise design, location and layout has been approved.
Ancillary retailing and offices in the Industrial Zone		
C17	In assessing the suitability for ancillary retail or office activity to expand over the thresholds denoted in the Plan, regard shall be given to the following:	
	a.	Whether the ancillary use is integral to the continuing operation of the principal activity on the site.
	b.	Whether the ancillary use remains incidental and subordinate to the principal activity on the site.
	c.	Whether the principal activity continues to be of an industrial character and nature.
Fee simple subdivision of apartment buildings		
C18	The suitability of a fee simple subdivision of either an existing, or an approved land use consented, apartment building, is where:	
	a.	Appropriate provision is made for access, services, open space and car parking.
	b.	Subdivision layout clearly outlines areas of individual ownership and areas of shared

		rights and interests in common.
	c.	Easements, access lots, covenants or similar legal instruments that manage individual ownership and any shared space or common 'elements' to the subdivision, are provided at time of resource consent application for subdivision.
	d.	Appropriate provision made for infrastructure, particularly where shared between lots or crossing several lots.
	e.	The subdivision layout of the proposed sites does not result in new or increased non-compliance with other city-wide and/or zone rules, and the extent of non-compliance with an approved resource consent for the apartment development.
D	Natural Character and Open Space	
	General	
D1	The extent to which buildings, earthworks, developments and site layout and clustering:	
	a.	Complements and retains the underlying landform and the legibility of the ridgeline features including views to and from ridgelines, having regard to both immediate and cumulative effects.
	b.	Provides a sufficient area of open space to enable a sense of the underlying landform to be retained.
	c.	Retains and incorporates <u>notable trees</u> , natural features and established mature and indigenous vegetation into the design.
D2	The extent to which the site for a proposed building or structure integrates with the site features of the open space.	
	Activities Affecting Scheduled <u>Notable</u> Trees or a Significant Natural Area	
D3	The extent to which activities associated with the proposal will:	
	a.	Adversely affect any identified value of the <u>notable</u> [458] tree.
	b.	Adversely affect the health of the tree, <u>natural shape and branch habitat, structural integrity or visual appearance of the</u> <u>notable</u> [458] <u>tree</u> .
	c.	Adversely affect <u>any identified value of the landscape character, and ecological, cultural, heritage, and neighbourhood amenity values</u> the <u>Significant Natural Area</u> <u>notable</u> [458] <u>tree is located within</u> .
	d.	<u>Adversely</u> In relation to a scheduled group of notable trees, the extent to which the works <u>will adversely</u> affect the health, <u>structural integrity or ecological values</u> of the <u>Significant Natural Area</u> <u>wider group</u> .
	e.	<u>Cause</u> Result in improved community amenity or other benefits for the <u>loss of</u> <u>habitat</u> <u>community</u> that <u>provides a key life-cycle function</u> <u>cannot otherwise be achieved by</u> <u>arboricultural</u> or the physical disturbance of indigenous species listed as 'threatened' or 'at risk' in the New Zealand Threat Classification Systems Lists <u>property management means</u> .
	f.	Be undertaken in a manner consistent with <u>nationally or</u> [347] <u>internationally accepted arboricultural standards, practices and procedures</u> .
	g.	Be of duration and frequency that will adversely effect the health and structural integrity of the <u>notable</u> [458] <u>tree</u> .

	ga.	<u>Promote the restoration and enhancement of the Significant Natural Area [201, 425, 456].</u>
	h.	<u>Adversely affect any identified value of the Significant Natural Area.</u>
	i.	<u>Adversely affect the ecological function and health of the Significant Natural Area.</u>
	j.	<u>Result in the following adverse effects on Significant Natural Areas and indigenous biodiversity:</u> <ul style="list-style-type: none"> i. <u>Loss of ecosystem function, representation and extent;</u> ii. <u>Fragmentation;</u> iii. <u>Loss of connectivity or buffer function;</u> iv. <u>Loss of corridors and ecological sequences;</u> v. <u>Loss or reduction in ecological integrity; and</u> vi. <u>Loss or reduction in the extent habitat that provides a key life-cycle function for indigenous species listed as 'threatened' or 'at risk' in the New Zealand Threat Classification Systems; and</u> vii. <u>Lighting and glare effects on indigenous fauna [425].</u>
D3A		<u>The extent to which any biodiversity offsetting or biodiversity compensation proposal will achieve a net ecological gain or not net loss in indigenous biodiversity, and the likelihood that the proposed offsetting or compensation will secure the proposed gains.</u>
D3B		<u>The extent to which undertaking the activity is necessary to provide for safe, efficient and effective functioning of infrastructure and provide access to these assets.</u>
D3C		<u>The extent to which proposed infrastructure has a functional need or an operational need to locate within or adjacent to a Significant Natural Area.</u>
D3D		<u>The extent to which proposed public walkways and cycleways will enhance the public's ability to connect with, and appreciate, the indigenous biodiversity of the Significant Natural Area.</u>
D4		The extent to which impermeable surfaces adversely affect water quality, and the surrounding watertable.
D5		The extent to which vegetation removal adversely affects the natural character or landscape value of any lake or wetland and the ability to offset such effects through restoration or enhancement.
D6		The extent to which any earthworks will adversely affect the surrounding water table and water quality and the opportunity to mitigate the loss of water from the site.
D7		The extent to which earthworks exacerbate or contribute to flooding, both on-site and off-site.
D8		Whether the removal of peat soils can be mitigated to protect the surrounding water table.
D9		Where it is clearly impractical to dispose of stormwater to ground the provision of other mitigation measures to maintain the water table and protect water quality.
D10		The extent to which undertaking the activity will enable replacement or enhancement of existing vegetation, natural values, or the improvement of riparian margins.
		Non-emergency Works to, Removal or Transplanting of, a Scheduled Notable Tree
D11		<u>The extent to which the tree is causing serious damage to structures or activities associated with the tree constitutes a hazard to human health, property and infrastructure. proposal will:</u>

	a.	<u>Adversely affect any identified value of the tree.</u>
	b.	<u>Adversely affect the health, natural shape and branch habitat, structural integrity or visual appearance of the tree.</u>
	c.	<u>Adversely affect the landscape character, and ecological, cultural, heritage, and neighbourhood amenity values the tree is located within.</u>
D12	Whether <u>The extent to which transplanting of the tree's chance of survival, in the case of transplanting, is better than in its existing location.</u> (s) will:	
	a.	<u>Adversely affect the landscape character, and ecological, cultural, heritage, and neighbourhood amenity values the tree is located within.</u>
	b.	<u>Improve the tree's chance of survival, in the case of transplanting, is better than in its existing location.</u>
D13	Whether alternative developments avoiding the need <u>The extent</u> to remove <u>which removal of the tree(s) have been adequately considered.</u> will:	
	a.	<u>Avoid serious damage to structures, or the tree constitutes a hazard to human health, property and infrastructure.</u>
	b.	<u>Whether alternative developments avoiding the need to remove the tree(s) have been adequately considered.</u>
Surface of Water		
D14	The extent to which water flows are impeded and the potential for debris to be snagged.	
D15	The extent of the effect of the proposal on:	
	a.	Natural character, ecological values, riparian habitat, recreational values, landscape quality and amenity values of the waterway.
	b.	Public access to the waterway and on the surface of water.
	c.	Adjacent scheduled historic buildings, structures and sites, significant natural areas and significant <u>notable</u> trees.
	d.	Land-based activities.
	e.	Other users of the water body including recreational and other commercial activities.
	f.	Health and safety and effects on navigation.
	g.	Stirring sediment, transporting weeds and aquatic pests.
	h.	Bank erosion.
D16	The extent to which the effects of flow levels of the river have been taken into account. (Events should not take place when the Waikato River is in flood, or in low-flow condition.)	
D17	The extent to which the design of a pontoon, jetty or boat ramp allows for the operation of the Waikato Hydro System between the lower and upper operating levels for the System.	
Esplanade Reserves and Strips		
D18	Any reduction in the required width of esplanade reserve or strip may be considered where:	
	a.	Topography or the location of an existing building dictates a practical boundary less than 20m.

	b.	Reduction of part is offset with a compensatory increased width elsewhere.
		Note <i>For any stream, the purpose of the reserve can be met by a lesser width but should not be considered less than 4m.</i>
	And, whether the varied width of the esplanade reserve or strip is such that:	
	c.	There is adequate public access to any river, lake or stream and their margins to enable the public to meet any social, recreational or cultural needs.
	d.	The natural habitats of flora and fauna in, on or surrounding the river, lake or stream are not adversely affected.
	e.	Any Significant Historic Heritage sites identified in Schedule 8A or 8B of Appendix 8 are protected from encroaching development.
	f.	Any adverse impacts on water quality are adequately and efficiently mitigated.
D19	In assessing whether an esplanade strip should be set aside, the Council will consider:	
	a.	Whether there is a need to retain public access because the opportunity to acquire an esplanade reserve is unlikely to arise.
	b.	Whether public benefits can be achieved.
D20	The banks of any river, lake or stream can be adequately and efficiently maintained.	
E	Heritage Values and Special Character	
	General	
E1	The extent to which the proposal, development, excavation, <u>or modification and disturbance, earthworks, and/or</u> subdivision of a historic heritage site, <u>historic heritage area</u> or <u>place places identified in Schedules 8A or 8B or 8C or 8D of Appendix 8:</u>	
	a.	Is consistent <u>and compatible</u> with the identified heritage values, including scale, design, form, <u>character</u> , style, bulk, height, materials and colour, and retains, protects or enhances the <u>heritage resources and values and</u> historic <u>context setting</u> .
	b.	Provides for design, layout or location of the activity, including associated building platforms, vehicle access and services on site in a manner that will <u>minimise avoid, remedy or mitigate adverse effects on the historic heritage resources and values, including by minimising</u> the disturbance of the site.
	c.	Provides for the on-going maintenance of the site to ensure that the site is preserved and that damage does not occur.
	d.	In Schedule 8A of Appendix 8 maintains visual linkages between the building or structure and the street.
	e.	Is compatible with the reasons for inclusion of the building, structure, <u>site</u> or <u>site area</u> and its significance in Schedules 8A, <u>8B, 8C</u> or <u>8B, 8D</u> of Appendix 8.
	f.	Addresses cumulative effects on heritage values.
	g.	Considers the irreversibility of an effect (e.g. the loss of unique features)
	h.	Considers the opportunities for remediation and the costs and technical feasibility of remediation.
	i.	Considers the resilience of the heritage feature to change (e.g. the ability of the feature to

		assimilate change, or the vulnerability of the feature to change).
	j.	Adheres to the conservation principles of International Council on Monuments and Sites (ICOMOS) New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value, where applicable.
	k.	Includes consultation with Heritage New Zealand Pouhere Taonga.
	l.	In the event of relocation <u>Incorporates planting, has adequately considered whether the relocation is necessary, fencing and whether appropriate measures are proposed</u> <u>identification (e.g. signage) sufficient to ensure any potential adverse effects on site recognition while maintaining and enhancing the heritage values are avoided, remedied or mitigated of the site and setting.</u>
	m.	Incorporates proposed planting <u>Has an assessment of the site undertaken by a person qualified in archaeology, fencing which identifies the location of the archaeological sites and identification (e.g. signage) sufficient to ensure the proposal is in accordance with the recommendations of that assessment for the management of the archaeological site recognition.</u>
	n.	<u>Responds to matters raised in engagement with representatives of Mana Whenua.</u>
	o.	<u>Makes provision for Mana Whenua representation on site for monitoring of earthworks or other aspects of the activity, where such representation has been sought by Mana Whenua in the engagement by the applicant and/or in the cultural impact assessment prepared for the proposal through engagement with representatives of Mana Whenua.</u>
	p.	<u>Ensures that the location, layout, design and method of carrying out the proposed works / proposal avoids, remedies or mitigates adverse effects on the cultural and spiritual values of the site to Maaori and considers the role and application of matauranga maaori and tikanga.</u>
	q.	<u>Includes methods to ensure that the historical legibility of the City is enhanced, including by methods such as native species used in landscaping, signage, art works, and place and street names.</u>
	r.	<u>Is consistent with the relevant objectives and policies of Chapter 19: Historic Heritage.</u>
E2	The extent to which the heritage values of any buildings, <u>sites, areas</u> or places identified in Schedules 8A, <u>8B, 8C</u> or 8B <u>8D</u> of Appendix 8 would be adversely affected by the proposal.	
E3	The extent to which the proposal including modification <u>maintenance and repair, re-use, renovation</u> <u>alterations or additions</u> or restoration to the building or structure:	
	a.	Contributes positively to <u>Conserves and wherever possible, enhances the character of the surrounding area</u> <u>authenticity</u> and maintains the relationship <u>integrity</u> of the building or structure with <u>and</u> its setting.
	b.	Will maintain and enhance <u>the</u> environmental, social, or cultural effects <u>benefits of the heritage resources and heritage values</u> for the wider community.
	c.	Considers <u>Minimises</u> the extent to which the primary façade of a scheduled building <u>or building within a Historic Heritage Area</u> is proposed to be altered, and whether the main determinants of the style and character, and the heritage significance, of the building are maintained or restored.
	d.	Ensures new buildings respect <u>alterations or additions are consistent with</u> the design, scale and materials of any <u>the original façade or otherwise maintains or enhances the</u>

		<u>heritage values of the</u> façade.
	e.	<u>Ensures the adverse effects of the addition of an awning, on the heritage values of an identified building or structure in Schedule 8A, are avoided, remedied or mitigated.</u>
	f.	<u>Is consistent with Policy 19.2.3i</u>
E4		<u>The extent to which it is practicable to provide earthquake strengthening, fire safety upgrades, physical access and physical accessibility upgrades, building services improvements and/ or noise insulation to the required standard without compromising the heritage significance and fabric of the building, including avoiding or minimising the extent to which the changes resulting from this work is externally visible.</u>
E5		<u>The extent to which the addition, reconstruction or reinstatement of an awning would likely detract from the original character of an identified heritage building in Schedule 8A and 8B of Appendix 8 or structure:</u>
	a.	<u>Is essential to the function, integrity, intangible value, or understanding of the building or structure.</u>
	b.	<u>Is consistent with physical and documentary evidence about the original construction and does not require conjecture.</u>
	c.	<u>Will ensure the heritage value of the building or structure will be preserved.</u>
	d.	<u>Avoids reconstructed elements constituting the majority of a building or structure.</u>
	e.	<u>Is based on respect for the existing fabric and the identification and analysis of all available evidence so that the cultural heritage value is recovered or revealed.</u>
E6		<u>The extent to which demolition or removal of an identified heritage building or structure in Schedule 8A of Appendix 8:</u>
	a.	<u>Is consistent with Policy 19.2.3a.</u>
	b.	<u>Meets the Heritage New Zealand Pouhere Taonga, Investigation and Recording of Buildings and Standing Structures, Archaeological Guidelines Series No.1, November 2018 or any update to that guideline.</u>
	c.	<u>Is consistent with the conservation principles of International Council on Monuments and Sites (ICOMOS) being the New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value.</u>
E7		<u>The extent to which the relocation of an identified heritage building or structure in Schedule 8A of Appendix 8:</u>
	a.	<u>Is consistent with Policy 19.2.3b and Policy 19.2.3c</u>
	b.	<u>Meets the Heritage New Zealand Pouhere Taonga, Investigation and Recording of Buildings and Standing Structures, Archaeological Guidelines Series No.1, November 2018 or any update to that guideline.</u>
	c.	<u>Is consistent with the conservation principles of International Council on Monuments and Sites (ICOMOS) being the New Zealand Charter (2010) for the Conservation of Places of Cultural Heritage Value.</u>
E8		<u>The extent to which proposed signage on an identified building, site or surroundings identified in Schedule 8A, or 8B or within a HHA in Schedule 8D of Appendix 8:</u>
	a.	<u>Is associated with permitted or consented activities on the site.</u>

	b.	<u>Is consistent with and maintains or enhances the historic heritage values of the building, area, site, setting and surroundings.</u>
	c.	<u>Acknowledges and respects the character of the façade of the building.</u>
	d.	<u>Is consistent with the historically documented traditional location, style, colours and size of signs.</u>
	e.	<u>Is not visually prominent and is appropriate in size and location to the heritage features, including not requiring the removal of decorative features or detailing.</u>
	f.	<u>Avoids irreversible damage to the original fabric of the building or structure, including by ensuring appropriate methods of attachment.</u>
	g.	<u>Avoids visual cluttering effects.</u>
	h.	<u>Ensures that any illumination of signs avoids or minimises adverse effects on the historic heritage values, including by ensuring that signs are illuminated by external lighting or any illumination is static and high-intensity signs are avoided.</u>
	<u>Historic Heritage Areas</u>	
<u>E9</u>	<u>For alterations and additions, and maintenance and repair that does not comply with 19.4.4 to an existing building, the effects of the proposed alterations and additions on the historic heritage values of the building, the local area and HHA as a whole, with reference to the Statement for the HHA contained in Appendix 8D:</u>	
	<u>a.</u>	<u>Whether the alterations and additions are in keeping with the building as existing and with the HHA as a whole, and in particular the visibility, architecture, materials and general design of the alterations and additions</u>
	<u>b.</u>	<u>The cumulative effects of the proposal on the historic heritage values of the HHA</u>
	<u>c.</u>	<u>The effects on the consistency of the physical and visual qualities of the HHA.</u>
<u>E10</u>	<u>For demolition or relocation off the site, the effects of the demolition of the building on the historic heritage values of the area, with reference to the Statement for the HHA contained in Appendix 8D:</u>	
	<u>a.</u>	<u>Whether the building makes a particular contribution to the historic heritage values of the area, by reason of its architecture, site layout, general position in the street, contribution to the cohesiveness of the local area or historic value</u>
	<u>b.</u>	<u>The necessity for the proposal, including any relevant issues relating to the health and safety of the public, and the ability to retain the building in use</u>
	<u>c.</u>	<u>Whether there is a consent in place for the replacement of any demolished dwelling or commercial building and whether a contract is let for the construction of this.</u>
	<u>d.</u>	<u>The cumulative effects of the proposal on the historic heritage values of the HHA</u>
	<u>e.</u>	<u>The effects on the consistency of the physical and visual qualities of the HHA</u>
<u>E11</u>	<u>For fences and/or walls:</u>	
	<u>a.</u>	<u>The effects of the proposed wall/fence on the historic heritage values of the area, with reference to the Statement for the HHA contained in Appendix 8D:</u>
	<u>b.</u>	<u>Whether there are fences forward of buildings on the site as existing and on other sites in the local area</u>
	<u>c.</u>	<u>Whether the lack of fences forward of buildings is a particular characteristic of the Area.</u>
	<u>d.</u>	<u>Whether the design of the proposed fence is in keeping with fences that are characteristic</u>

		<u>of the HHA or that are most common in the HHA</u>
	<u>e.</u>	<u>The cumulative effects of the proposal on the historic heritage values of the HHA</u>
	<u>f.</u>	<u>The effects on the consistency of the physical and visual qualities of the HHA.</u>
<u>E12</u>		<u>New buildings or buildings relocated onto a site within an HHA, the effects of the proposed new building on the historic heritage values of the area, with reference to the Statement for the HHA contained in Appendix 8D:</u>
	<u>a.</u>	<u>Whether the building is in keeping with the existing buildings in the HHA in relation to its architecture, materials and position on the site</u>
	<u>b.</u>	<u>Whether areas of hard surfacing and landscaping associated with the proposed new building are in keeping with those typical in the HHA</u>
	<u>c.</u>	<u>The cumulative effects of the proposal on the historic heritage values of the HHA</u>
	<u>d.</u>	<u>The effects on the consistency of the physical and visual qualities of the HHA.</u>
<u>E13</u>		<u>For relocated buildings within their original sites within an HHA, the effects of the relocation of the building within the site on the historic heritage values of the area, with reference to the Statement for the HHA contained in Appendix 8D:</u>
	<u>a.</u>	<u>Whether the building makes a particular contribution to the historic heritage values of the area by reason of its existing position on the site</u>
	<u>b.</u>	<u>The effects on the heritage fabric of the building and the consequential effects on this on the value of the HHA as a whole</u>
	<u>c.</u>	<u>Whether areas of hard surfacing and landscaping associated with the proposed relocated building are in keeping with those typical in the HHA</u>
	<u>d.</u>	<u>That there is evidence that relocation is necessary for operational reasons</u>
	<u>e.</u>	<u>The cumulative effects of the proposal on the historic heritage values of the HHA</u>
	<u>f.</u>	<u>The effects on the consistency of the physical and visual qualities of the HHA.</u>
	Temple View Heritage Area	
<u>E14</u> <u>E6E9</u>	The extent to which new development or earthworks (including the planting or removal of vegetation and trees) would adversely affect the landscape setting and views of the Temple from Tuhikaramaea Road.	
<u>E15</u> <u>E7E10</u>	The extent to which works to a transport corridor or parking area continue the consistent use of materials and kerb edging used throughout the Heritage Area.	
<u>E16</u> <u>E8E11</u>	The extent to which provision has been made for the investigation, recording or preservation of any archaeological deposits or features.	
	Temple View Character Area	
<u>E17</u> <u>E9E12</u>	The extent to which development maintains the characteristic setback of buildings from the transport corridor, visibility between the dwelling and the transport corridor and high levels of landscaping and permeable surfaces within the front building setback.	
<u>E18</u> <u>E10E13</u>	The extent to which the proposed development, building, structure, alteration or addition is compatible with the scale, form, style, bulk, height, colour or materials of surrounding buildings or structures within the Temple View Character Area.	
<u>E19</u> <u>E11E14</u>	Whether removal of any building or structure within Precinct 1, 2 and 4 will affect the gateway appearance of the Temple View Character Area.	

E20 E12 E15	The extent to which the generous spacing between single dwellings is maintained.
E21 E13 E16	Whether it has been clearly demonstrated that demolition of any heritage building in Schedule 8A of Appendix 8 is necessary, considering alternatives for the refurbishment or re-use of the building, financial cost and technical feasibility.
E22 E14 E17	Any immediate or cumulative effects of the loss, alteration or removal of any buildings on the overall coherence of the Temple View Character Area.
E23 E15 E18	The extent to which new development or earthworks would adversely affect the landscape setting and views of the Temple View Character Area.
E24 E16 E19	The extent to which new development maintains a coherent character within the Temple View Character Area and, where relevant, integrates with development within the subject Precinct, and any adjacent Precinct.
Peacocke Special Character Zone	
E25 E17 E20	The extent to which provision for effluent and stormwater disposal mitigates any risk of landslip or erosion and avoids adverse effects on water quality as it relates to ground water, the Waikato River, and the Mangakotukutuku gully ecosystem.
E26 E18 E21	The extent to which the proposed development takes into account existing rural activities, the location of existing use building platforms and the proposed arterial transport corridors as shown on the Peacocke structure Plan.
E27 E19 E22	Whether the placement of buildings would facilitate future urban re-subdivision particularly with regards to achieving a cohesive urban layout anticipated by the Peacocke Structure Plan and does not compromise the economic provision of future infrastructure.
E28 E20 E23	The extent to which the development provides for the avoidance of natural hazards.
E29 E21 E24	The extent to which a development could have an adverse effect on the consistency and amenity of the area or the presence of mature vegetation.
E30 E22 E25	Any positive impacts to the neighbourhood or the wider community, including the extent to which the activity might enhance the amenity of the area.
E31 E23 E26	Any cumulative effects from the activity, whether on its own or in combination with other activities in the area.
E32 E24 E27	The extent to which the proposed development is compatible with the intent of the consented Master Plan.
Rototuna North East Character Zone	
E33 E25 E28	The extent to which any proposed development or building is consistent with the development controls for the Rototuna North East Character Zone and responds to the existing landform, including the extent to which it avoids excessive earthworks including significant cutting and filling, and does not adversely affect the natural topography, the construction or operation of the Waikato Expressway (Designation E90) or Council infrastructure.
E34 E26 E29	The extent to which the development is compatible with the landform and size of the site, having regard to the intended open space and character of the area.
E35 E27 E30	The relationship between the scale of any buildings on the site and existing residential development, having regard to the intended character of the area.

E36 E28 E31	The extent to which the subdivision creates a block pattern with lots fronting streets and backing onto the rear of other lots, addressing the natural landform of the area and on the steeper land, the shape factor circle is located to the front of the sites with low gradients to facilitate building development and access, transitioning the slope to the steeper areas to the rear of the site.		
E37 E29 E32	The extent of any positive impacts to the neighbourhood or the wider community, including the extent to which the activity might enhance the amenity of the area.		
E38 E30 E33	The extent to which the design of the dwelling or building within the 65m setback from the Waikato Expressway (Designation 90) considers effects from the Waikato Expressway, particularly:		
	i.	The extent of a reasonable internal noise environment	
	ii.	The siting of any principal outdoor living area to mitigate future traffic noise	
	iii.	The extent of any acoustic mitigation to new buildings or additions for habitable uses to mitigate noise.	
E39 E31 E34	The extent to which any principal outdoor living area within the 65m setback from the Waikato Expressway (Designation 90) is sited to mitigate the traffic noise of the future Waikato Expressway, including whether it is located to the north of the dwelling to utilise noise attenuation provided by the building form.		
E40 E32 E35	The extent to which the acoustic mitigation of new residential buildings or additions to existing residential buildings for habitable uses will result in mitigating any noise issues generated from the operation of the Waikato Expressway (Designation 90).		
	Railway Park		
E41 E33 E36	The extent to which any new building or additions or alterations to an existing building in Railway Park (Lot 1 DP S37471) is compatible with the material, form and design of the surrounding residential development and existing buildings within Railway Park, in particular the Frankton Junction NZ Railways Institute Hall (Refer to Appendix 8, Schedule 8A, H44).		
F	Hazards and Safety		
	General		
F1	The extent to which the size, location and design of the proposed building, infrastructure, structures, stored goods and materials, fences or walls:		
	a.	Affects the scale, location and orientation of any overland flow path.	
	b.	Provides for sufficient permeability:	
		i.	So as not to obstruct any overland flow, and
		ii.	To mitigate the likelihood of debris becoming trapped.
	c.	Has sufficient height clearance to mitigate the risk of being affected by inundation.	
	d.	Has the structural integrity to withstand inundation.	
F2	The extent to which an appropriate building platform can be provided free from any identified hazard area.		
F3	The extent to which the applicant has demonstrated, through the use of an engineering design report:		
	a.	That the risk of ground failure can be reduced to avoid the effects on the safety of occupiers and neighbours.	
	b.	That any structure will perform safely under hazard conditions for the life of the structure.	

	c.	That any work to be carried out maintains the stability of the river bank or gully and does not increase the risk of ground instability on the subject site or adjacent sites.	
F4	The extent to which a flood risk assessment report submitted, with the proposal, contains recommended refinements to the extent of any Flood Hazard Area as a result of additional flood hazard modelling or site specific topographical analysis.		
	Earthworks		
F5	The extent to which the earthworks:		
	a.	Will obstruct or provide overland flow paths or natural surface ponding areas.	
	b.	Are managed, designed and constructed to:	
		i.	Provide any sediment control measures necessary to control the discharge of sediments.
		ii.	Remain safe and stable for the duration of the intended land use.
		iii.	Provide safe and accessible building sites and infrastructure.
		iv.	Provide for the adequate control of stormwater, cater for natural groundwater flows, and avoid adverse effects from changes to natural water flows and established drainage paths.
		v.	Avoid exacerbating the effects of natural hazards and ecological effects arising from additional sediment release.
	Hazardous Facilities		
F6	The extent to which the proposed site design, construction and operation of a hazardous facility are appropriate to:		
	a.	Avoid the accidental release, or loss of control, of hazardous substances, and whether adequate emergency and spill contingency plans are provided; and	
	b.	Avoid and mitigate any adverse effects resulting from activities on the site involving hazardous substances on people, property and environmentally sensitive areas.	
F7	The extent to which off-site transport of hazardous substances has been adequately addressed, and the extent to which vehicles transporting hazardous substances use appropriate routes and do not use local transport corridors in residential areas.		
F8	The extent to which the waste management plan adequately addresses the management of significant quantities of wastes containing hazardous substances, including procedures for disposal practices and use of waste contractors.		
F9	Where appropriate, the extent to which alternative locations have been considered adequately.		
F10	The extent to which the risks presented by the hazardous facility to humans, the environment and property have been assessed fully and systematically, and whether they are able to be avoided or minimised satisfactorily.		
	Nuisance and Health		
F11	The extent to which industrial activities giving rise to nuisance can be adequately managed or sited so as to reduce the impact on neighbouring sites.		
F12	The extent to which noise effects have been addressed in a noise management plan, including the location of specific noise generating activities, hours of amplified sound and the potential mitigation		

	proposed.		
F13	The extent to which the activity may have adverse effects on the environment including water discharges, air pollution, noise and other emissions.		
F14	The extent to which any habitable rooms are located, oriented or designed in such a way that would make noise insulation to the required standards unnecessary.		
G	Transportation		
	General		
G1	The extent to which the proposal:		
	a.	Integrates with, and minimises adverse effects on the safe and efficient functioning of the transport network and infrastructure.	
	b.	Minimises conflicts between users both within the site and any adjoining transport corridor.	
	c.	Encourages easy and safe access and circulation for those not arriving by vehicle.	
	d.	Provides for the accessibility needs of all users of the site.	
	e.	Provides convenient and safe circulation for connections and/or the provision of facilities for passenger transport modes of travel relative to the scale of the proposal.	
	f.	Provides for integration with neighbouring activities to reduce the need for separate traffic movements on the transport network.	
		Note <i>Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Hamilton City Infrastructure Technical Specifications.</i>	
G2	The extent to which the proposal and the traffic (including nature and type of the traffic, volume and peak flows, travel routes) generated by the proposal:		
	a.	Requires improvements, modifications or alterations to the transport network and infrastructure to mitigate its effects.	
	b.	Achieves efficient connectivity and accessibility of transport corridors, pedestrian accessways, cycleways, public reserves and green corridors.	
	c.	Adversely affects the streetscape amenity, particularly in relation to sensitive land use environments (e.g. residential land use environments identified within Table 15-4a of Appendix 15).	
	Integrated Transport Assessment Note <i>In addition to the specific ITA criteria outlined in G3 to G6 below, the balance of criteria contained within Section G may be used to assess a simple or broad ITA where considered relevant.</i>		
G3	The extent to which the proposal considers and responds to:		
	a.	The issues, opportunities and shared outcomes in the Access Hamilton Strategy and its associated Action Plans.	
	b.	Relevant:	
		i.	Waka Kotahi New Zealand Transport Agency guidelines
		ii.	Kiwirail guidelines

	iii.	Regional and national transport and growth strategies
	c.	The recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application.
	d.	Issues and outcomes arising from consultation with the relevant road controlling authorities and/or Kiwirail.
G4		The extent to which the proposal incorporates travel demand management and is well-located to be served by passenger transport, or encourages other active modes of travel such as walking or cycling.
G5		The extent to which an integrated transport assessment assesses how the proposal and any mitigation measures ensure that the safety and efficiency of the transport network is maintained or enhanced.
G6		Whether access restrictions, auxiliary lanes or other measures are necessary to provide for the safe and efficient operation of key transport corridors such as:
	a.	Major arterial transport corridors
	b.	Transport corridors that are part of the Strategic Network
	c.	Transport corridors carrying more than 20,000 vehicles per day or with four or more vehicle lanes.
G6a		Provision of safe walking and cycling connectivity between the Waikato Expressway and the Te Awa Lakes Structure Plan area.
		Access
G7		The extent to which the proposal minimises the number of vehicle access points to transport corridors, taking into account:
	a.	Opportunities that exist for shared access with adjoining sites.
	b.	The hierarchy of the fronting transport corridor and opportunities that exist for access to transport corridors of a lower status (e.g. collector or local transport corridors or service lanes).
	c.	Traffic generated by the proposal.
	d.	The siting of the access points with respect to <u>notable street trees</u> , adjacent access points, visibility and flow.
	e.	The operational requirements of the proposal.
	f.	Potential obstruction for access to network utilities.
	g.	The appropriateness of restricting types of movements (e.g. left in/out only, entry or exit only).
	h.	The impact of multiple vehicle entrances (which break up berm, landscaping, footpath and cycleway continuity) on <u>notable street trees</u> , streetscape amenity, retail frontage areas and pedestrian and cycle movements.
	i.	The cumulative effects on traffic safety and efficiency from multiple vehicular accesses on to major arterial routes and whether this can be adequately addressed.
		Parking
G8		Except in the Central City Zone the extent to which the proposal provides for anticipated parking

	demand to meet current and future needs.	
G9	In assessing the number of parking spaces and the adequacy of end-of-journey facilities, regard may be had for the following:	
	a.	The anticipated parking demand generated by the proposal including typical operating and peak conditions.
	b.	The hours of operation relative to other activities on the site or on adjoining sites and opportunities for sharing parking spaces.
	c.	The ability and appropriateness of adjacent transport corridors being used to accommodate on-road parking, particularly in regard to the safe and efficient operation of the transport network, <u>retention of notable street trees</u> and the protection of local character.
	d.	The availability of appropriate off-road public parking in the locality.
	e.	Options for providing additional parking if required in the future.
	f.	The extent to which the provision of end-of-journey facilities, such as bicycle parking, showers, changing rooms and lockers are provided.
	g.	The extent to which provision for active modes of transport or travel planning has been made.
	h.	The availability of passenger transport services in the locality, the proximity of the proposed activity to passenger transport stops and the extent to which those passenger transport services are suited to providing for the transport needs of the proposed activity.
G10	In assessing whether the parking demand for a particular proposal may be provided on other sites, regard shall be given to the following:	
	a.	Whether off site parking is in close proximity with clear, safe and convenient access.
	b.	Whether shared parking provision is acceptable particularly where hours of operation are different.
	c.	The desirability of avoiding vehicular access to the site because of the effects on traffic safety or pedestrian amenity.
	d.	The convenience and safety of those using the parking spaces especially the general public.
	e.	Any arrangement for alternative parking provision is adequately secured by a legally binding mechanism.
	f.	The extent to which the safe and efficient functioning of the transport corridor is affected.
	New Transport Corridor Design	
G11	The extent to which transport corridor design provides design elements identified in or otherwise contrary to any criteria contained in Table 15-6a)ii of Appendix 15.	
G12	The extent to which the transport corridor design meets the traffic needs of the area and the wider transport network, taking into account the function of the corridor in the transport corridor hierarchy.	
G13	The extent to which the width and alignment of the transport corridor is sufficient to accommodate, in a safe and efficient manner, the volume and type of traffic likely to use it, including service and emergency vehicles and heavy vehicles.	

G14	The adequacy of provision for the movement of pedestrians, cyclists, physically impaired and transport disadvantaged and any implications for their safety.	
G15	The adequacy of provision within the transport corridor for parking spaces relative to existing and potential developments on adjoining land.	
G16	The extent to which the extension to an existing, new or an upgraded transport corridor 'matches' the rest of the existing transport network (e.g. levels, design, construction).	
G17	The extent to which the design of the road allows for easy installation and maintenance of non-transport infrastructure and amenity tree planting.	
G18	The extent to which the design of the transport corridor recognises the character and amenity values of the adjacent land use.	
	Note <i>In considering the above matters Council may have regard to relevant parts of Austroads Design Guides and NZS 4404:2010 Land Development and Subdivision Infrastructure, and the Hamilton City Infrastructure Technical Specifications.</i>	
H	Functionality, Vitality and Amenity of Centres	
H1	The extent to which the proposed retail or office activity (having regard to its size, composition and characteristics), in conjunction with other established or consented retail or office activity:	
	a.	Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b.	Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c.	Promotes the efficient use of existing and planned public and private investment in infrastructure.
	d.	Reinforces the primacy of the Central City and the functions of other centres in the business hierarchy.
H2	Whether and to what extent the proposed Supermarket activity in the Industrial, Business 1 or 4 zones:	
	a.	Avoids adverse effects on the vitality, function and amenity of the Central City and sub-regional centres that go beyond those effects ordinarily associated with competition on trade competitors.
	b.	Avoids the inefficient use of existing physical resources and promotes a compact urban form.
	c.	Promotes the efficient use of existing and planned public and private investment in infrastructure.
	d.	Is located within a catchment where suitable land is not available within the business centres.
	e.	Reinforces the primacy of the Central City and does not undermine the role and function of other centres within the business hierarchy where they are within the same catchment as the proposed supermarket.
I	Network Utilities and Transmission	
	Network Utilities	

I1	The extent to which alternative technologies and techniques have been considered.	
I2	The extent to which co-location of overhead electricity and telecommunication lines is technically, economically and practically reasonable.	
I3	The extent to which the proposal is in accordance with relevant industry standards and meets specified clearance requirements for operational and safety reasons.	
I4	The extent to which the proposal will adversely affect the amenity values of the site and locality.	
I5	The extent to which there are difficult ground conditions, topography or obstructions which make undergrounding impractical.	
I6	The extent to which it is necessary for the proposed site to provide and maintain essential network utility services.	
	Electricity Transmission	
I7	The extent to which the location, height, scale, orientation and use of buildings and structures is appropriate to manage the following effects.	
	a.	The risk to the structural integrity of the transmission line.
	b.	The effects on the ability of the transmission line owner to access, operate, maintain and upgrade the transmission network.
	c.	The risk of electrical hazards affecting public or individual safety, and risk of property damage.
	d.	The extent of earthworks required, and use of mobile machinery near transmission lines, which may put the line at risk.
	e.	Minimising adverse effects including reverse sensitivity, visual and nuisance effects and from transmission lines.
	Note <i>Consultation with Transpower New Zealand Ltd (or its successor) is advised when considering construction within Transmission Corridors A or B. The New Zealand Electrical Code of Practice NZECP 34:2001 contain restrictions on the location of structures in relation to lines.</i>	
I8	The extent of separation between specified building envelopes and existing lines ensures any adverse effects on and from the Electricity Transmission network and on public safety are appropriately avoided, remedied or mitigated.	
I9	The extent of separation between the location of any proposed trees and existing lines, taking into account:	
	a.	The likely mature height of the trees,
	b.	Whether they have potential to interfere with the lines, and
	c.	Whether an alternative location for the trees would be more suitable to meet the operational requirements of the lines' owner.
	Note <i>All trees/vegetation planted in the transmission corridor must achieve compliance with the Electricity (Hazards from Trees) Regulations 2003.</i>	
I10	The extent to which appropriate safeguards are in place to avoid contact or flashovers from lines, and effects on the stability of support structures.	
	Note	

	<i>All earthworks, including the use of mobile plant, must comply with the requirements of the New Zealand Electrical Code of Practice 34:2001 (NZECP 34:2001).</i>	
I11	The extent to which appropriate safeguards are in place to avoid contact or flashovers from lines, and effects on the stability of support structures.	
J	Three Waters Capacity and Techniques	
J1	The extent to which the proposal:	
	a.	Can be adequately serviced by capacity within existing Three Waters infrastructure, including access to and use of an appropriate and sustainable water source.
	b.	Can dispose of stormwater and wastewater without adversely affecting the surrounding environment.
J2	Whether the servicing needs of the proposal would necessitate additional public investment in Three Waters infrastructure, services or amenities.	
	Note <i>Information requirements relating to Water Impact Assessment or ICMP applications are outlined in Volume 2, Appendix 1.2.</i>	
J3	The extent to which the proposal is consistent with the provisions of any Integrated Catchment Management Plan (ICMP) relevant to the site and a consideration of consent conditions imposed in order to achieve that consistency.	
J4	Where there is no ICMP, the extent to which the proposal incorporates sustainable management techniques and controls to:	
	a.	Protect water quality.
	b.	Protect the integrity and health of any water courses.
	c.	Maintain land stability.
	d.	Limit erosion and sedimentation.
	e.	Limit water wastage.
	f.	Limit the generation of stormwater and wastewater.
	g.	Limit water usage.
J5	Where there is no ICMP, for all new industrial and commercial users with a requirement for high volumes and pressures, the extent to which onsite water storage is provided.	
J6	Where there is no ICMP, for development that will create a trade waste discharge:	
	a.	The extent to which suitable and safe practices will be employed.
	b.	The extent to which such waste can be treated or pre-treated onsite to improve the quality of the waste or decrease the amount of the waste, prior to any discharge to the municipal wastewater treatment network.
J7	Where there is no ICMP, for development that will create a trade waste discharge:	
K	Major Facility Concept Development Consent Consistency	
	General	
K1	The extent to which the proposal is consistent with the approved Concept Development Consent for the Major Facility.	

	Concept Development Consent Concept Development Consent	
K2	The extent to which the preparation of a Concept Development Consent or an update to an existing Concept Development Consent has given regard to the following.	
	a.	The extent to which the major facility integrates with surrounding land uses and transport network.
	b.	The extent to which the development has been designed to minimise, as far as practicable, any adverse effects on adjoining activities, particularly residential activities.
	c.	The extent to which any large façades (including side walls) that are visible from public places have been modulated, articulated, detailed or visually treated in a way that reduces the apparent bulk of the building or provides visual interest.
	d.	The extent to which the proximity of facilities intended to accommodate events are sited close to residential areas.
	e.	The extent to which the provision for vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and patrons from large events.
	f.	The extent to which provision for vehicular and pedestrian access and circulation prioritises pedestrian safety.
	g.	The extent to which appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.
	h.	The extent to which signage is directed primarily at the patrons attending the venues and television audiences and the extent to which visibility is limited from any public space or near-by site, with the exception of signage associated with the naming of the major facility and signs that advertise coming events.
	i.	The extent to which the adverse effects of earthworks are managed.
K3	The extent to which the following have been applied as part of a new Concept Development Consent, an update to an existing Concept Development Consent or in the absence of a Concept Development Consent within the Interface Areas of all Major Facility Sites.	
	a.	Built Form and Layout
	i.	<p>The extent to which the external appearance, scale and design of buildings</p> <ul style="list-style-type: none"> • Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces • Contributes to active frontage along public streets and open space, particularly for corner sites • Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight.
	ii.	<p>The extent to which building design and development</p> <ul style="list-style-type: none"> • Makes a positive contribution to the local character of the site and surrounding areas • Ensures large façades are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area.
	iii.	The extent to which Crime Prevention Through Environmental Design principles have been incorporated.
	b.	Landscaping
	i.	Incorporation of landscaping within the site layout to reduce the bulk of new

			development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces.
		ii.	Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.
	Claudlands Events Centre		
K4	The extent to which the open space character of the eastern part of the site is maintained and in particular whether a suitable buffer is provided adjoining Jubilee Park.		
	Te Rapa Racecourse		
K5	The extent to which development of the site retains views between the racecourse and Minogue Park.		
	Waikato Hospital Complex		
K6	The extent to which activities of an industrial nature and the heliport are grouped in the south-western sector of the site.		
K7	The extent to which high rise buildings are concentrated towards the centre of the hospital complex.		
	Waikato Stadium and Seddon Park		
K8	The extent to which future buildings and the enhancement of facilities, including any provision for office, retail and visitor accommodation, ensure a high degree of functional integration within the site.		
K9	The extent to which security fencing is unobtrusive and maintains views of the Stadia grounds from surrounding streets, accepting that no views will be available of the principal playing surfaces and that the Stadia need to ensure the security of the venues as 'charge grounds'.		
K10	The extent to which the bulk and location of additional buildings at Waikato Stadium and Seddon Park has been designed and constructed to minimise the extent and duration of shading cast over residential sites.		
K11	The extent to which the design and appearance of any replacement grandstand or a substantial alteration to an existing grandstand aims to create an enduring statement and identity, which reflects the pre-eminent role of these sites in hosting international events. Additionally, the extent to which recognition is provided for the cultural heritage of the Whatanoa Gateway.		
K12	The extent to which the Mill Street frontage of the Waikato Stadium, including the Mill Street Field, is maintained as open space to continue the historical association with the West Town Belt, providing an attractive vista, enhancing links with the Central City area and the Stadium building.		
K13	The extent to which development and landscaping proposals provide for the retention of the existing Kahikatea trees on the Seddon Road frontage of the Waikato stadium and the existing mature trees on the Norton Road and Tristram Street frontages of Seddon Park.		
	Wintec Rotokauri Campus		
K14	The extent to which development of the site has regard to the future development of the Rotokauri Area and the relationship of the site with Lake Waiwhakareke and the Rotokauri Suburban Centre.		
K15	The extent to which farming activities are adequately buffered from neighbouring Residential or Special Character Zones.		
	Te Awa Lakes Adventure Park		
K16	The extent to which implementation of the management plan required under Appendix 1.2.2.14.h		

	will maintain the water quality in the cable ski lake, and other water features involving swimming, to a standard appropriate to their use.	
K17	<p>The extent to which the noise effects of activities are avoided, remedied or mitigated, including through:</p> <ul style="list-style-type: none"> • Management practices • Site layout (location and orientation) • Design of buildings and screening • Hours of operation • Lower noise producing equipment and methods have been investigated and incorporated. 	
K18	The extent to which the recommendations of any alligator weed management plan are to be implemented.	
K19	The extent to which the design and layout of activities and structures and the provision of landscaping and other screening avoids distraction to road users on the Waikato Expressway and Te Rapa Road.	
L	Central City – Design and Layout	
L1	The extent to which the streetscape appearance, scale and design of the building (including material and colour):	
	a.	Will add visual interest and vitality to the streetscape and avoids large, featureless façades. For example, through articulation of a façade, attention to fenestration and rooflines, the design of verandas including continuity with adjoining buildings, the design of balconies and the careful choice of materials and colour.
	b.	Will, where practicable, enable informal surveillance of public spaces including streets, parks, plazas and through-site links.
	c.	Are compatible with heritage or open space values of the Riverfront Overlay area and adjoining riverbank area, where sites are within those areas.
	d.	Activates the site frontage on sites adjoining a defined Primary or Secondary Active Frontage (Volume 2, Appendix 5, Figure 5-7).
	e.	Enhances the experience of the Waikato riverside and Garden Place, where sites are adjacent.
	f.	Enhance those parts of a site adjoining a defined view and vista on Figure 5-6 (Volume 2, Appendix 5).
	g.	Enhance the visual amenity of sites identified as Key Development Sites on Figure 5-9, or Pedestrian Connections and Gateway locations identified on Figure 5-4 (Volume 2, Appendix 5).
	h.	Will, where practicable, provide for public entrances to be on frontages with the highest pedestrian traffic.
L2	The extent to which any proposed building setback will adversely affect the definition, use or safety of public spaces, or the continuity of defined primary or secondary active frontages (Volume 2, Appendix 5, Figure 5-7).	
L3	The extent to which the addition of an awning would detract from the original character of an identified heritage building in Schedule 8A and 8B of Appendix 8.	
L4	The extent to which the proposed building design and/or site layout is consistent with the intent of	

	any relevant design guide in Appendix 1, Section 1.4. Note <i>If an activity is a Restricted Discretionary Activity in relation to Design and Layout matters and there is a relevant design guide, then the activity should seek to address the outcomes sought in the design guide as a priority over relevant criteria in this section.</i>	
L5	The extent to which the external appearance, scale and design of buildings and structures:	
	a.	Enhance the character and amenity of the surrounding area and streetscape qualities.
	b.	Incorporate Crime Prevention Through Environmental Design principles.
L6	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a.	To protect amenity values of the streetscape and adjoining sites, including through the use of appropriate screening and landscaping.
	b.	To not be visually dominant.
	c.	Where appropriate, to integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, verandas, parking, loading areas, access to public transport and pedestrian linkages.
L7	Where opportunity is available, and it is practicable, the extent to which any proposal provides or enhances pedestrian and cycle connectivity between streets and other public areas.	
L8	Where required, the extent to which planting and landscaping is used to:	
	a.	Visually reduce the bulk of new development and mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces.
	b.	Create an attractive environment that maintains safety and amenity for pedestrians.
L9	The extent to which developments provide for goods handling, storage, waste and recycling areas that are located and designed to minimise adverse effects.	
L10	The extent to which development encourages pedestrian access to, and facilitates public use and enjoyment of, the promenade and environs of the Waikato River.	
L11	On those identified streets (Volume 2, Appendix 5, Figure 5-3) the extent to which a proposed street wall or alternative design elements of any proposed building frontage will:	
	a.	Provide consistency in built form and scale with adjoining built form.
	b.	Maintain a human scale when perceived from the street level.
	c.	Maintain sunlight penetration at street level, particularly footpaths.
L12	In relation to the setbacks from internal boundaries at upper levels (i.e. fourth level and above), the extent to which the proposal minimises shadowing and loss of natural light on existing adjacent residential buildings.	
L13	The extent to which development of a site adjoining the riverbank:	
	a.	Provides a scale and design of any building or structure that maintains or enhances street and reserve areas, the character and amenity, and the heritage or open space values of the adjoining riverbank area.
	b.	Makes provision for building design and configuration, site layout and/or landscaping which enhances the visual and physical relationship with the Waikato River.

	c.	Mitigates the impact of large developments and vehicular oriented activities on the amenity values of the riverbank environment.
M	Drive-through Services (Business Zones and Central City Zone - City Living Precinct only), Building Improvement Centre (Business 3 and 5 Zones) and Supermarkets (Central City, Business and Industrial Zones)	
	Design and Layout	
M1	The extent to which the external appearance, scale and design of buildings (including material and colour), equipment and structures:	
	a.	Provide visual interest through a variety of styles and forms in terms of footprint, design and height.
	b.	Maintain streetscape amenity and continuity of built form.
	c.	Within the Central City Zone, whether any proposed building setback will adversely affect the definition, use or safety of public spaces, or the continuity of defined primary or secondary active frontages (Volume 2, Appendix 5, Figure 5-7).
M2	The extent to which parking, manoeuvring areas, driveways and outdoor service areas have been designed and located:	
	a.	To appropriately manage any adverse effects resulting from the location and interrelationship between these areas on streetscape amenity.
	b.	To ensure traffic generation avoids, remedies or mitigates adverse effects on amenity values.
	c.	So as not to compromise the safe use of the footpath adjacent to the site.
	d.	To integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking, loading areas, access to public transport and pedestrian linkages.
	Landscaping and Screening	
M3	The extent to which planting and landscaping is used to:	
	a.	Mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, arterial transport corridors and City gateways.
	b.	Create an attractive environment that maintains safety and amenity for pedestrians.
	Waste Management	
M4	The extent to which developments provide for goods handling, storage, waste and recycling areas that are:	
	a.	Easily accessible for collection agencies and avoid adverse visual, noise or odour effects.
	b.	Consistent with the amenity values of the site and avoid causing nuisance for neighbouring residential activities.
	c.	Suitable for the demand expected by the activity.
	Character and Amenity	
M5	The extent to which the activity makes adequate provision to protect the visual and acoustic privacy of abutting sites including through building and site design.	

M6	Considering whether the relationship of buildings and their associated parking, storage and service areas to the street helps to maintain the amenity values of public spaces and streets.	
M7	The extent to which any parking or service area is provided, landscaped, screened and maintained in a form which mitigates any adverse effects to adjacent activities and does not detract from the streetscape.	
	Drive-through Services	
M8	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	The drive-through lane is an integral feature of the site layout.
	b.	Customer car parking access is preferably distinct from drive-through lanes.
	c.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, drive-through lanes and pedestrian movements.
	Building Improvement Centres	
M9	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	Where large-format building formats are required, there is provision for some solid façades to facilitate internal racking of bulky products.
	b.	The provision of appropriate customer car parking, which is clearly visible from the local road network.
	c.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic, timber trade sales access and pedestrian movements.
	Supermarkets	
M10	For the purpose of assessing the above criteria, regard shall be had to the following operational and functional requirements:	
	a.	Store visibility that is easily identifiable when viewed from the street and surrounding area.
	b.	The provision of appropriate customer car parking, which is clearly visible and accessible to motorists approaching the store from the local roading network and to customers on-site.
	c.	Where large-format building formats are required, there is provision for some solid façades to facilitate internal shelving and fresh produce display.
	d.	Adequate and accessible servicing areas that are preferably separated from customer vehicle traffic and pedestrian movements.
N	Ruakura and Te Awa Lakes	
N1	Land Development Plans	
	In determining the application for resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.	
	a.	Integration with and effects on transport and Three Waters infrastructure.
	b.	Consistency with any relevant Integrated Catchment Management Plan or regional discharge consent.

	c.	Effects on significant habitats of indigenous fauna and habitat values of natural water courses.
	d.	Open Space and road reserve design, layout and use.
	e.	Consistency with the Ruakura Strategic Infrastructures network for the structure plan as shown on Figures 2-15A and B Ruakura Strategic Infrastructure (Appendix 2); or consistency with the Te Awa Lakes Framework Plan Figure 2-19 (Appendix 2).
	f.	Where staged development of any Land Development Area is sought then the following information for the balance area shall be provided: <ul style="list-style-type: none"> i. The indicative location and width of proposed roads and carriageways and their integration with the existing and future transport network; ii. The indicative location of proposed Ruakura Strategic Infrastructure to ensure connectivity across the entire structure plan and adjacent Land Development Plan Areas.
	g.	Construction effects.
	h.	Effects of new stormwater ponds and wetlands (excluding swales) on private property.
	hhh.	In the Te Awa Lakes Structure Plan Area, reverse sensitivity effects on the transport network and existing industrial activities.
	In determining the application, the Council shall consider the following assessment criteria:	
		In the Te Awa Lakes Structure Plan Area, whether the Land Development Plan is consistent with the objectives and policies for the Te Awa Lakes Structure Plan Area.
	i.	Whether there is appropriate Three Waters infrastructure and capacity, existing and proposed, to appropriately service anticipated development in the Land Development Plan area. For new stormwater ponds and wetlands, the extent to which the following adverse effects of the works on adjacent private property are avoided: <ul style="list-style-type: none"> i. Flooding and adverse effects on ground water levels; and ii. Creating habitat for mosquitoes and other undesirable insects.
	j.	Whether the proposal is consistent with, or otherwise complies with, the recommendations, measures and targets of any relevant Integrated Catchment Management Plan.
	k.	Whether anticipated development in the Land Development Plan area integrates with, and minimises adverse effects on the safe and efficient functioning of the transport network and transport infrastructure, having regard to the cumulative traffic effects of other approved Land Development Plans. The extent to which the Land Development Plan provides for the sequential extension of the Spine Road for Ruakura.
	l.	Whether the Land Development Plan is consistent with Figure 2-18 Cyclist and Pedestrian Network Plan (Appendix 2) for Ruakura and Figure 2-19 Framework Plan for Te Awa Lakes.
	m.	The ITA matters for assessment set out in Appendix 1.3.3 G.
	n.	Whether the Land Development Plan considers and responds to the recommendations and proposed conditions of the Integrated Transport Assessment and Water Impact Assessment prepared to accompany the application, and for Te Awa Lakes Land Development Plans, the extent to which it achieves the Travel Demand Management plan

		and its outcomes specified in 1.2.2.21.s).
	o.	The potential for cumulative construction noise effects to adversely affect individual residential properties, and the mitigation methods proposed to minimise such effects.
	ooo.	In the Te Awa Lakes Structure Plan Area the extent to which noise sensitive activities protect themselves from effects resulting from the operation of industrial activities and the transport network through a combination of acoustic insulation, orientation of habitable areas and outdoor living spaces, and other methods to avoid, remedy or mitigate reverse sensitivity effects.
	p.	Whether the Land Development Plan considers and responds to issues and outcomes arising from consultation with relevant road controlling agencies, Waka Kotahi New Zealand Transport Agency and, where relevant, KiwiRail and Fonterra Limited.
	q.	Whether appropriate consideration has been given to electrical hazards and earthworks and ground level changes associated with the installation of underground Infrastructure within 12 metres of a National Grid support structure for Ruakura and consideration of the high pressure gas pipeline for Te Awa Lakes.
	r.	Where land development will cause loss of significant habitats of indigenous fauna (including but not limited to, black mudfish, shortfin eels and longfin eels), require that unavoidable adverse effects on such habitat are remedied or mitigated through: <ul style="list-style-type: none"> i. Replacing significant habitat; or ii. Creating new habitat; or iii. Enhancing areas of alternative habitat supporting similar ecological values and/or significance; and iv. Legal and physical protection.
	s.	Whether land development will adversely affect the flooding, water quality and habitat values of adjoining natural water courses.
	t.	Whether the Landscape Concept and Ecological Enhancement Plan provides for a comprehensive and connected section of Open Space and road reserves, which incorporates, as necessary: <ul style="list-style-type: none"> i. connectivity of open space and streets; ii. passive and active recreation opportunities; iii. Crime Prevention Through Environmental Design principles; iv. pedestrian and cycle paths forming a network with adjacent parts of the Open Space network; v. general amenity planting and amenity for adjoining properties, including use of specimen trees in roads; vi. street furniture; vii. provision for habitats; viii. lighting design that does not deter bat movement; and

		ix. stormwater management.
	u.	Whether the Land Development Plan will appropriately provide for indigenous <ul style="list-style-type: none"> i. fish and lizards; and ii. bats for Te Awa Lakes.
	v.	Whether the Land Development Plan includes a greenway that provides for improved habitat and ecological benefits for Ruakura.
	w.	Whether the Landscape Concept and Ecological Enhancement Plan provides for a greenway to enhance long term ecological function for Ruakura.
	x.	Where the boundaries of a Land Development Plan Area in application for Land Development Consent differ from those shown on Figure 2-16 for Ruakura or Figure 2-21 for Te Awa Lakes, the extent of the Land Development Plan Area shall be developed in an integrated manner. This shall include the provision for and connectivity to infrastructure, and ensure that key infrastructure such as the Spine Road for Ruakura is developed in a manner that provides at least the same levels of efficiency, effectiveness and safety anticipated through a land development consent in accordance with Figure 2-16. Where an application includes part of a Land Development Plan Area in Figure 2-16 (Ruakura) or Figure 2-21 (Te Awa Lakes) it shall be demonstrated that granting consent to that part will not prevent the integrated development of the balance of that Area.
	aaa.	For Te Awa Lakes the extent to which the recommendations of the alligator weed management plan are to be implemented.
	bbb.	For Te Awa Lakes the extent to which the Ecological Rehabilitation and Management Plan (ERMP): <ul style="list-style-type: none"> i. Replaces significant habitat or creates new habitat or enhances areas of alternative habitat supporting similar ecological value and/or significance and provides legal and physical protection. ii. Provides comprehensive and connected open spaces that incorporate provision for habitats and stormwater management. iii. Provides for indigenous fauna. iv. Provides for improved habitat and ecological benefit. v. Provides for enhanced long-term ecological function. vi. Provides for appropriate monitoring and review.
Additional Matters for Open Space		
	y.	Whether the layout and design of Open Space: <ul style="list-style-type: none"> i. Creates an informal parkland character; ii. Integrates with the landscape design of roads within the Land Development Plan area; iii. Applies Crime Prevention Through Environmental Design principles;

		<ul style="list-style-type: none"> iv. Utilises planting to soften the views of industrial development; v. Contains pedestrian and cycle paths forming a network with adjacent parts of the Open Space Network; vi. Provides for the amenity of adjoining and adjacent activities; vii. Integrates linear wetlands and stormwater treatment devices.
	z.	Whether provision has been made to ensure public access to and use of the Open Space, except as may need to be limited for safety reasons.
	aa.	The extent to which the different functions of Open Space are clearly identified and provided for in the Land Development Plan application.
Additional Matters for the Medium Density Residential Zone		
	bbb.	<p>The extent to which the street network promotes a high degree of connectivity and permeability through the following:</p> <ul style="list-style-type: none"> i. A grid-like street layout. ii. Block sizes that promote permeability for pedestrians/cyclists as well as for vehicles. iii. Connections to the City-wide arterial networks. iv. Paths to the Open Space Network.
	cccc.	Street amenity shall be provided by the location of specimen trees and landscaped areas interspersed by kerb-side parking.
	ddd.	<p>When assessing the suitability for residential buildings to be within the side yards, regard shall be given to the following:</p> <ul style="list-style-type: none"> i. The extent to which reasonable sunlight and daylight access to adjacent dwellings and outdoor living areas will be affected. ii. The extent to which pedestrian access to the rear of the site will be hindered. iii. The extent to which on-site amenity is maintained.
Additional Matters for Precinct C within the Knowledge Zone - Ruakura		
	eee.	<p>The extent to which the street network is:</p> <ul style="list-style-type: none"> i. Orientated toward the Ruakura Retail Centre. ii. Permeable for pedestrians/cyclists as well as for vehicles. iii. Legible with a simple and readily understood street pattern. iv. Provides a connected path network to the Ruakura Open Space Zone.
	ffffff.	The extent to which blocks and lots are configured to facilitate walking and accommodate operational areas in rear yards.
Additional Matters for the Logistics Zone (Inland Port) - Ruakura		

	ggg.	Whether the planting of the Landscape Buffer Areas will achieve the purpose of screening the Inland Port (Sub Area A (Inland Port)) from Ryburn and Percival Roads.
	hhh.	The effects of the planting of the Landscape Buffer Areas on the operation, maintenance, upgrading and development of the National Grid transmission network and the requirements of the Growth Limit Zones Schedule of the Electricity (Hazards from Trees) Regulations 2003.
	iiiiiii.	Whether Level of Service D will be achieved at the intersections of Silverdale Road and Knighton Road with Ruakura Road when Stage 1 of the Inland Port (Sub Area A (Inland Port)) is operational.
	Construction - Ruakura	
	jjjjjjj.	<p>Whether appropriate conditions can be placed on the resource consent to manage adverse effects associated with construction of the activities proposed in the Land Development Plan. This will be satisfied by a condition requiring the lodgement of a Construction Management Plan for Council approval, prior to the commencement of the works.</p> <p>The Construction Management Plan shall include at a minimum:</p> <ul style="list-style-type: none"> i. Details of the works, their timing and duration. ii. Methods to control dust, debris on roads and silt laden runoff during construction. iii. Anticipated truck movements and routes to and from the site during construction. iv. Means to ensure compliance with the Construction Noise Standards in Rule 25.8.3.2 and Construction Vibration Standard in Rule 25.8.3.3. v. Contact details for the contractor, including a process for complaints and remedying concerns. <p>The Construction Management Plan shall also ensure that:</p> <ul style="list-style-type: none"> vi. Prior to the opening of the Waikato Expressway (Hamilton Section) and the realignment of Ruakura Road to traffic, construction traffic arising from the Land Development Plan area shall be managed to ensure that the capacity of local roads, as determined by normal Hamilton City Council traffic management design criteria, is not exceeded. vii. Once the Waikato Expressway (Hamilton Section) and realigned Ruakura Road are open for traffic, construction traffic arising from the Land Development Plan area shall, to the extent reasonable and practicable, be directed to use the Waikato Expressway (Hamilton Section) to minimise effects on local roads.
N2	Construction Noise and Operation Noise of the Inl and Port (Sub Area A) - Ruakura	
	a.	<p>The extent to which:</p> <ul style="list-style-type: none"> i. The construction and operation of the Inland Port avoids or mitigates adverse noise and vibration effects on adjoining facilities, existing residential dwellings and/or Large Lot Residential zoned areas. ii. Measures to avoid where possible, and otherwise minimise sudden and/or loud noises at night have been incorporated.

		<p>iii. Lower noise producing equipment and methods have been investigated and incorporated.</p> <p>iv. The location and orientation of refrigerated containers have been selected to minimise noise effects on residential properties.</p> <p>v. The accuracy of the noise model used for predicting noise levels in Stages 2 and 3 of the development of the Inland Port, taking into account recalibration based on monitoring of previous stages.</p>
	b.	The adequacy of the consideration of alternative methods that would meet the night time noise limits set out in Rule 25.8.3.13 and their costs and benefits.
	c.	At individual residential properties where noise levels would exceed the night-times noise limits set out in Rule 25.8.3.13, the extent to which the ambient night-time noise levels at those properties exceed 40 dBL _{Aeq(15)} once the Waikato Expressway is operational.
N3	Ruakura Retail Centre	
	a.	Staged development should be in accordance with an overall master plan for the Ruakura Retail Centre which shall show the location of the Ruakura Retail Centre Mainstreet, building footprints, circulation network, public open space and provision for parking.
	b.	A Ruakura Retail Centre Mainstreet shall be provided and should be orientated towards and integrate with the location of the proposed transport interchange.
	c.	Buildings should directly align and address the street network and provide a constant and intact edge to streets and public places.
	d.	Buildings should be located and designed to avoid extensive or inactive edges with entrances designed to maximise pedestrian flow and to support active street frontages.
	e.	Building frontages to the Ruakura Retail Centre Mainstreet should incorporate a high proportion of glazing and provide veranda canopies over footpaths and a high level of ground floor architectural detail.
	f.	Building design should create a varied fine grained pattern of development through the modulation of height and roof form, façade depth and relief and variety in materials and colours.
	g.	Site Layout should provide options for pedestrian, cycling and vehicular circulation and permeability within and to adjoining areas.
	h.	Footpaths should be legible and be of a sufficient width with quality paving and detailing, including footpaths to and from the centre and Open Space Areas.
	i.	Where public open space is provided, it should be centrally located adjacent to main pedestrian flows and shall be highly visible.
	j.	Public outdoor spaces should be sheltered and sunny with provision for summer shade and shall be anchored by active building edges.
	k.	Carparks should be landscaped to define the street boundary and adjacent spaces.
	l.	Carparking should avoid interrupting active frontages and pedestrian circulation along the Ruakura Retail Centre Mainstreet.
	m.	Loading and service areas should not interrupt active edges and should be separated from public circulation where possible.

N4	Concept Plan for Precincts A, B and D in the Knowledge Zone - Ruakura		
	a.	General	
		The extent to which the proposal is consistent with the approved Concept Plan for the Precinct within the Knowledge Zone.	
	b.	Concept Plan Development	
		i.	<p>The extent to which the preparation of a Concept Plan or an update to an existing Concept Plan has given regard to the following.</p> <ul style="list-style-type: none"> a. The extent to which the precinct integrates with surrounding land uses and the transport network. b. Whether the development has been designed to minimise any adverse effects on adjoining activities, particularly residential activities. c. The degree to which any large façades (including side walls) that are visible from public places have been modulated, articulated, detailed or visually treated in a way that reduces the apparent bulk of the building or provides visual interest. d. The extent to which the proximity of facilities intended to accommodate events are sited close to residential areas. e. The extent to which the provision for vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and patrons from large events. f. The extent to which provision for vehicular and pedestrian access and circulation prioritises pedestrian safety. g. The extent to which

			appropriate, convenient provisions enable public transport to service the site, recognising the need for such services to directly access the Central City area.
		ii.	The extent to which the following have been applied as part of a new Concept Plan, an update to an existing Concept Plan or in the absence of a Concept Plan within the Interface Areas of Precincts A, B and D.
			<p>a. Built Form and Layout</p> <p>i. The extent to which the external appearance, scale and design of buildings:</p> <ul style="list-style-type: none"> • Contributes to compatibility between buildings and its integration with other development on the site, adjacent sites and surrounding public spaces; • Contributes to active frontage along public streets and open space, particularly for corner sites; • Minimises, as practicable, effects on adjacent public spaces (including footpaths) in terms of shading and daylight. <p>ii. The extent to which building design and development:</p> <ul style="list-style-type: none"> • Makes a positive contribution to the local character of the site and surrounding areas; • Ensure large facades

			<p>are well designed to provide visual interest and reduce the apparent bulk of buildings within the Interface Area;</p> <ul style="list-style-type: none">• The extent to which crime prevention through environmental design principles have been incorporated.
			<p>b. Landscaping</p> <p>i. Incorporation of landscaping within the site layout to reduce the bulk of new development and mitigate adverse visual effects of development within the Interface Area, particularly as they interact with public spaces.</p> <p>ii. Incorporates landscaping to maintain and enhance the character and amenity of the site and surrounding areas.</p>
N5	Ruakura Open Space Zone		
	a.	For new stormwater ponds and wetlands, the extent to which adverse effects of the works on adjacent private property are avoided in relation to:	
		i.	Flooding and adverse effects on groundwater levels; and
		ii.	Creating habitat for mosquitoes and other undesirable insects
N6	Development within a Greenfield Area – Ruakura		
	a.	The extent to which the proposal is consistent with an approved Land Development Plan or could prejudice or foreclose options for future urban development and in particular with the proposals shown on Figure 2-14, Ruakura Structure Plan – Land use (Appendix 2).	
	National Grid Corridors – Ruakura		
N7	For crossing points for Mobile Plant that are a Restricted Discretionary Activity in Table 25.7.4, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of crossing points on the scale and efficient operation and maintenance of the National Grid.		
N8	In determining any application for resource consent for crossing points, the Council shall have regard to the following matters:		

	a.	Suitable mechanisms are in place to ensure that mobile plant and machinery moving in the National Grid Yard can not infringe safe clearance distances specified in NZECP 34:2001. This may include physical, operational or electronic measures and will be deemed satisfied by overhead gate structures (e.g. hurdles) being erected no closer than 4.5 metres from the lowest sag of the line at maximum operating temperature.
	b.	Crossings are approximately perpendicular to the National Grid Yard.
	c.	Crossings and any associated traffic management structures are located no closer than 12 metres from the outer visible edge of a National Grid support structure.
	d.	Any overhead gate structure (e.g. hurdle) is constructed to a suitable engineering standard to withstand vehicle (including mobile plant transporting containers) impact travelling at normal operating speed.
	e.	Appropriate management and operational methods to ensure safe procedures are specified in the resource consent conditions and followed when crossing beneath the lines.
N9	<p>For the unloading and loading of containers, stacking containers, container stacks, operation of mobile plant associated with these activities and Light Towers, noise walls and fences greater than 2.5 metres high, the matters to which the Council shall restrict its discretion are limited to the actual and potential effects of these structures, buildings and activities on the safe and efficient operation and maintenance of the National Grid.</p> <p>In determining any applications for resource consent for these structures, buildings and activities, the Council shall have regard to the following matters.</p>	
	a.	Any operational procedures and physical measures to ensure compliance with NZECP 34:2001, including layout and allowable height limits for container stacking.
	b.	Light towers shall ensure sufficient clearances in accordance with NZECP 34:2001 are provided including any setback requirements for mobile plant required for maintenance and lamp replacement.
	c.	Suitable mechanisms are in place to ensure that mobile plant and machinery moving in the National Grid Corridor can not infringe safe clearance distances specified in NZECP 34:2001. This may include physical, operational or electronic measures.
N10	<p>For earthworks that are a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:</p>	
	a.	The effects of the earthworks on the operation, maintenance, upgrading, and development of the National Grid transmission network.
N11	<p>For Subdivision that is a Restricted Discretionary Activity the matters to which the Council shall restrict its discretion are limited to:</p>	
	a.	The extent to which the subdivision design, including the location of roads and reserves, landscaping and building platforms, allows for activities to be set back from National Grid transmission lines to ensure adverse effects on, and from, the National Grid and on public safety are appropriately avoided, remedied or mitigated.
	b.	The extent to which the subdivision design/layout and consequential development will minimise the potential reverse sensitivity on, and amenity and nuisance effects of, the National Grid.
	c.	The provision for on-going inspection, operation, maintenance and development of the National Grid, including continued reasonable access.
	d.	The extent to which the design and development will minimise the risk of injury and/or

		property damage from such lines.
	e.	Compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
	f.	Outcomes of any consultation with Transpower New Zealand Limited.
	Te Awa Lakes: Lake Management	
N12	In determining the application for a resource consent for a restricted discretionary activity, Council shall reserve its discretion to the following matters, where relevant.	
	a.	The extent to which implementation of the management plan required under Appendix 1.2.2.21.n.) will maintain a high level of water quality for recreational use in the main linear lake, including the extent to which a target of swimmable quality will be achieved.
	b.	The extent to which any delay in establishing the main linear lake will affect residents' and visitors' ability to undertake recreational activities within or on the lake, considering possible changing seasonal demands for different types of activities.
	Te Awa Lakes Earthworks and Land Remediation	
N13	In determining the application for Land Development Activities as a Restricted Discretionary Activity, Council shall reserve its discretion to the following matters, together with reference to Objectives 22.2.1 and 25.2.2.1, where relevant:	
	a.	The extent to which appropriate building platforms can be provided free from any identified hazards.
	b.	<p>The extent to which the applicant has demonstrated through the use of an engineering design report:</p> <ul style="list-style-type: none"> i. That the risk of ground failure can be minimised to avoid effects on the safety of occupiers and neighbours. ii. That any structure will perform safely under hazard conditions for the life of the structure. iii. That any work to be carried out maintains the stability of the site, including the riverbank and gully and does not increase the risk of ground instability on the subject site or adjacent sites. iv. That the potential for preferential flow paths to be created between the linear lake and the Waikato River is minimised by ensuring a maximum hydraulic gradient of 2% between the linear lake and the River is maintained at all times.
	c.	<p>The extent to which the land development activities:</p> <ul style="list-style-type: none"> i. Provide any sediment control measure necessary to control the discharge of sediment. ii. Remain safe and stable for the duration of the intended land use. iii. Provide safe and accessible building sites and infrastructure. iv. Provide for the adequate control of stormwater, cater for natural groundwater flows, and avoid adverse effects from changes to natural water flows and established drainage paths.

		v. Avoid exacerbating the effects of natural hazards and ecological effects arising from additional sediment release.
	Te Awa Lakes Earthworks and Land Remediation: Land Development Plan Areas Q and R, and Area X in the Te Awa Lakes Business 6 Zone	
N14	<p>The purpose of these assessment criteria is to ensure that temporary and long-term residual risks of piping erosion or other ground failure resulting from future activities on Areas Q and R, and Area X in the Business 6 zone, are mitigated and minimised to the fullest extent practicable.</p> <p>In determining the application for Land Development Activities as a Discretionary Activity in Land Development Plan Areas Q and R, and resource consents for a Discretionary Activity in Area X in the Business 6 zone, Council shall, in addition to N13, take into account:</p>	
	a.	The extent to which the landform design directs surface water towards the lake rather than the river.
	b.	The results of appropriate assessment and design to demonstrate the required landform width in Areas Q and R and Area X minimises to the fullest extent practicable the long-term residual piping erosion and land stability risks resulting from future activities on Areas Q and R and Area X.
	c.	Design of the final ground surface level to ensure services are able to be located above the groundwater table.
	d.	The extent to which measures such as low permeability lining are proposed to be placed over the base of services trenches to prevent infiltration of water to the ground via permeable backfill.
	e.	The extent to which combined services trenches are proposed to minimise the risk of unintended water flow and flow-induced erosion from multiple service trenches.
	f.	The extent to which the landscape concept plan required by Rule 1.2.2.21.j. includes suitable tree sizes and vegetation species on land adjoining Areas Q and R and Area X.
	g.	The extent to which any roads and accessways should remain in private ownership and management to ensure an appropriate management body manages service installations, renewals and maintenance in a manner to minimise any risk of unintended water flows and flow-induced erosion, and the proposed details of any private ownership and management entity
	h.	The extent to which rainwater re-use tanks are avoided unless overflows are directed by pipe or over impermeable surfaces to the lake, and the extent to which this requirement is to be implemented on an ongoing basis through consent notices or other legal mechanism.
	i.	The extent to which the Landscape Concept Plan required under Rule 1.2.2.21.j. is extended to apply to proposed lots to ensure suitable tree sizes and vegetation species are established, and the extent to which the Plan should be implemented on an ongoing basis through consent notices or other legal mechanism.
	j.	Whether specific geotechnical designs of all structures are provided.
	k.	The extent to which any of items a. to j. should take precedence over any other engineering provisions in the Plan and the requirements of the Regional Infrastructure Technical Standards (RITS).
	l.	Any other measures proposed to ensure that temporary and long-term residual natural hazard risks resulting from future activities on Areas Q and R and Area X fulfil the purpose of these assessment criteria.

O	Rotokauri North	
O1	a.	The landscape buffer and associated planting will provide visual amenity and screening between State Highway 39 (SH39) and Rotokauri North and contribute to indigenous biodiversity.
	b.	The extent to which the proposed private legal entity that will own the landscape buffer will ensure the buffer's on-going protection and maintenance.
O2	For the creation of a private rear lane, the extent to which:	
	a.	An appropriate legal mechanism for ownership and ongoing maintenance of the lane will be established, and including any requirement for indemnity for collection of solid waste and recycling (where these are proposed to enter the rear lane).
	b.	The lane is designed to accommodate the passage of large rigid trucks such as fire, furniture removal, refuse and recycling-collection trucks (where these are proposed to enter the rear lane).
	c.	The rear lane's design including traffic calming measures to promote slow vehicle speeds and provide a safe shared space.
O3	All restricted discretionary, discretionary and non-complying activities	
	a.	The extent to which the proposal gives effect to the objectives and policies of the Rotokauri North Structure Plan within Chapters 3, 4 and 23.
	b.	The extent to which the proposal avoids, remedies or mitigates adverse effects on, or where possible enhances, any significant habitats of indigenous fauna.
	c.	Provides for, is consistent with, or could prejudice or foreclose options for, future development of the elements identified on the Structure Plan
	d.	Restores and enhances aquatic and terrestrial ecological values associated with springs, streams, waterways, wetlands and their margins in Rotokauri North.
	e.	Restores and enhances the natural, cultural, heritage and amenity values of Rotokauri North's open spaces.
	f.	Recognises and provides for mana whenua values and relationships with Rotokauri North and their aspirations for the area, including interpretation of the landscape's significance, protection and preservation of sites of significance.
	g.	Reflects the area's character and heritage.
	h.	Has been planned with the active involvement of mana whenua.
	i.	The design and construction of walking and cycling infrastructure, including in the Green Spine, and the extent to which this infrastructure provides alternative means of travel to the private car, and for recreational use, and connects to the transport network.
	j.	The extent that subdivision provides an interconnected transport network that achieves pedestrian and cycle connectivity east to west and vice versa (particularly in the northern half of the structure plan area) to avoid these movements on SH39.
O4	For any subdivision of a duplex which meets Rule 4.7.12.a, the Council will restrict its discretion to the following matters:	
	a.	Whether the sites can be appropriately serviced for infrastructure and access.
O5	For any duplex complying with Rule 4.7.12.a.i and ii but not the Rotokauri North Acceptable Solutions Code in Rule 4.14 the Council will restrict its discretion to the following matter:	

	a.	Whether the alternatives provided will result in the same or a better urban design outcome than that envisaged by the Rotokauri North Acceptable Solutions Code.
O6	The creation or upgrading of all or part of a Collector or Minor Arterial transport corridor:	
	a.	The extent to which the design has allowed for the provision of public transport to be included in the transport corridor (including facilities for pedestrians to cross roads to access public transport stops, carriageway width, turning facilities, accessible bus stops) as identified indicatively on Figure 2-9C.
	b.	The outcome of any consultation with the Waikato Regional Council regarding public transport.
O7	Where service areas are for apartments consideration will be given to:	
	a.	Whether sufficient space can be provided for service activities and rubbish collection such that each unit has either individual space or access to appropriately sized communal spaces.
	b.	Whether sufficient screening can be achieved for communal areas of rubbish storage particularly where these can be viewed from public spaces.
O8	a.	Neighbourhood parks should be dispersed within Rotokauri North so that no residential unit is more than 500 metres walking distance from a neighbourhood park, or any other park and/or reserve which provides for the same or a similar level of passive and active recreation opportunity.
	b.	Neighbourhood parks should generally be: approximately 5000 m ² in area; have at least 50% of the total neighbourhood park boundary to a transport corridor frontage (unless accommodated within the Green Spine); on land that is generally flat and able to accommodate a 30m ² area.
O9	<p>Where stormwater infrastructure is provided “commensurate with that required to service that stage of development”, the stormwater infrastructure being provided:</p> <ul style="list-style-type: none"> • Is consistent with the sub-catchment ICMP required by Rule 3.6.A.4.2e.i.; • Includes an adequate area to establish the Rotokauri North Structure Plan’s ‘green spine’ concept; • Meets the storage volume, conveyance and treatment requirements of the sub-catchment ICMP required by Rule 3.6.A.4.2e.i.; and • Addresses any interim and permanent stormwater related effects on flow, water levels, water quality and ecology on the upstream and downstream areas. 	