

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

**SECOND SUPPLEMENTARY STATEMENT OF EVIDENCE OF RICHARD JOHN
KNOTT**

(HISTORIC HERITAGE AREAS)

Dated 27 October 2023

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INTRODUCTION

1. My full name is Richard John Knott.
2. My qualifications and experience are as set out in paragraphs 2 to 7 of my primary statement of evidence dated 14 April 2023 (**primary evidence**).
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.
4. The purpose of this supplementary statement of evidence, provided on behalf of Hamilton City Council (**HCC**), the Plan Change 9 (**PC9**) proponent, is to update each Historic Heritage Area (**HHA**) supporting statement set out in Appendix 8: Heritage, Schedule 8D Historic Heritage Areas (**HHA Statement**).

HHA STATEMENTS

5. Following the adjournment of the Session 1 hearing, I undertook to amend each HHA statement set out in Schedule 8D to address comments from the Panel and submitters made during the course of the hearing regarding the content of each statement.
6. In doing so, I also met with HCC's Planning Guidance Unit (**PGU**) to obtain PGU's feedback in relation to the content of the HHA statements and provided drafts for PGU's review and comment. I have incorporated PGU's feedback in preparing the updated statements that I recommend be included in Schedule 8D.
7. Prior to issue of the s 42A report dated 20 October 2023, I provided copies of the updated HHA Statements to the s 42A Reporting Officer on the HHA Topic, Ms Mauala. I have read the description of the HHA Statements in paragraphs 22-24 of the s 42A report and agree with it. Accordingly, I do not repeat it here.

8. The updated HHA statements are appended to my evidence as **Attachment A**.

Richard John Knott

27 October 2023

Attachment A

Acacia Crescent HHA - Statement

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

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	High	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Acacia Crescent contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period, and exhibits High heritage significance as it is a relatively unaltered example of 1960s/1970s development, which includes retained dwellings, which incorporate features of the 1960s plan book designs, and an almost unaltered subdivision layout and urban morphology, including a curvilinear street design. Additional heritage interest is brought by the fact that the land was originally surveyed for subdivision before the land was brought into the city, providing evidence of landowners capitalising on the growth of Hamilton City, and seeking to meet the unmet demand for more housing.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.
- Two-level dwellings should be split level, and be set into slopes rather than require significant engineering to create a level building platform.

- Discourage subdivision of existing sites, as the HHA currently 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.
- Dwellings should have L, T and shallow V plan shapes (overall building floorplan shape).
- Development should respect existing building setbacks, and buildings should remain generally parallel to the street, although recognising existing circumstances it is acceptable for some buildings to be positioned perpendicular or if they have a V plan shape they may be at a narrow angle to the street.
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally red bricks or light brown/grey/dull coloured bricks, with blockwork (often painted) for ground floors areas on two-storey buildings. Some white painted panels between windows if this is a feature of the original building.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights. Front doors should include small glazed panels alongside them.
- Roofs should be low pitched, with concrete tiles with gables, hipped and Dutch gable forms. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Driveways should remain narrow, single or 1.5 vehicle width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should be internal (particularly within two-storey dwellings) or linked to the original dwelling, rather than detached/freestanding. They should not be forward of the original building.
- Accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open, without fences or gates. A low brick wall, where this matches the materials used for the house may be appropriate; this should not include taller piers of fencing (even if an open design) above it. Timber fences are not sympathetic to the historic heritage values of the area. Low retaining walls, in brick, block, plaster or smooth concrete (or a mix of these) are acceptable where needed; timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and wide front berms should be retained/maintained as existing.

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

¹ LINZ, DP 7975.

² *Waikato Times*, "District News," 30 November 1921, p. 6.

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

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

Historic aerals show the newly formed crescent surrounded by agricultural land in the 1960s, located away from the edge of the city (Figure 2). These historic aerals show



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

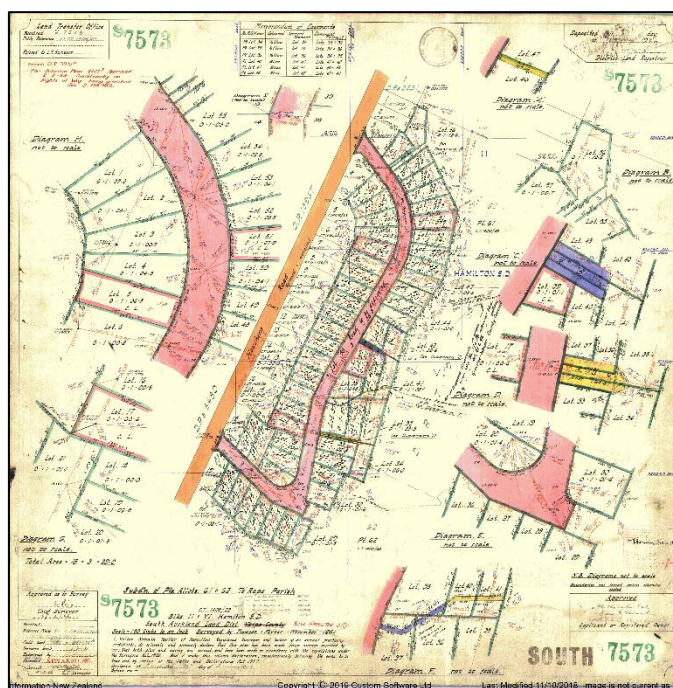


Figure 1. Survey plan for the subdivision of Acacia Crescent, November 1961 (LINZ, DPS7573).

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

³ Waikato Times, "Deaths," 12 December 1939, p. 6.

⁴ DPS 3072

⁵ LINZ, DPS7573.

⁶ Retrolens, SN1559.

⁷ Retrolens, SN3738.



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

roads and cul-de-sacs were formed in isolation as part of a private subdivision from privately owned land. By 1988, residential development connected 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

(Qualities)

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

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

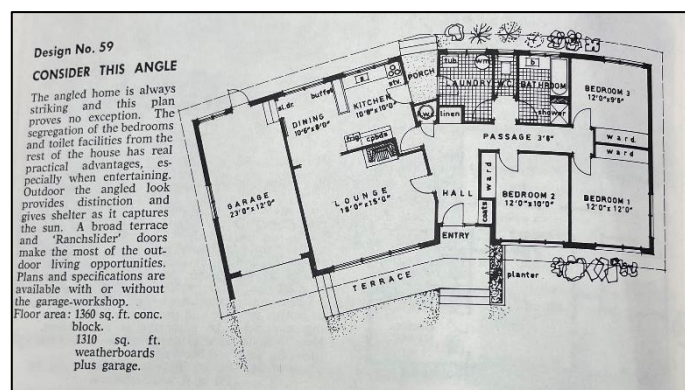


Figure 4. Excerpt from Leighton Carrad, *New Zealand Home Builder* (Auckland: Architectural Design Service, 1966).

⁸ Alice Morris & Mark Caunter, *Kirikiriira – Hamilton's European Settler History*, October 2021.

⁹ Morris & Caunter.

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.

Ashbury Avenue HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	High	Local and Regional
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Ashbury Avenue contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period and exhibits High heritage significance as it retains significant integrity with no alterations 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, which also maintain their integrity as most appear to be unmodified. Additional heritage interest is brought by the fact that the subdivision 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.

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

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently 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.
- Dwellings should have L, T and shallow V plan shapes (overall building floorplan shape).
- Development should respect existing building setbacks, and buildings should remain generally parallel or perpendicular to the street, although recognising existing circumstances it is acceptable for buildings with a shallow V plan shape to be positioned at a narrow angle to the street.
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally red, orange or light brown/buff coloured bricks, with some areas of lightweight panelling (timber or shallow profiled fibre cement), and blockwork (often painted) for ground floors areas of split level buildings.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights; however, aluminium windows with a similar profile and openings can be acceptable. Front doors should have large areas of glazing or glazed panels alongside.
- Roofs should be low pitched, gabled or hipped with corrugated steel covering. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with a shallow profile.
- Driveways should remain narrow, single or 1.5 vehicle width. Large areas of parking should not be provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should be internal within two-storey dwellings or detached to the rear of single level dwellings, or perhaps as an attached open carport under the main roof of the building. They should not be forward of the original building and should use single doors.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open or have low retaining walls, without fencing above (even if the fencing is proposed to be an open design). There should be no gates. The low retaining walls should be constructed in stone or concrete block; the latter may be painted. Timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting, including trees, within front yards is acceptable but care should be taken to ensure that the species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and wide front berms should be retained/maintained as existing.

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.

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

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

In December 1963, Chartwell Properties Limited were granted a subdivision of Lot 2, forming five lots facing Silverdale Road, and providing connection to Lot 6 to the rear.

Lot 6 was further surveyed in 1965 to create a series of lots facing Ashbury Avenue and Regent Street. The first building permit was granted in February 1965.

Ashbury Avenue was named in 1963 by Chartwell Properties owner Mr McLachlan, reportedly at the suggestion of one of the sales staff.¹²

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

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

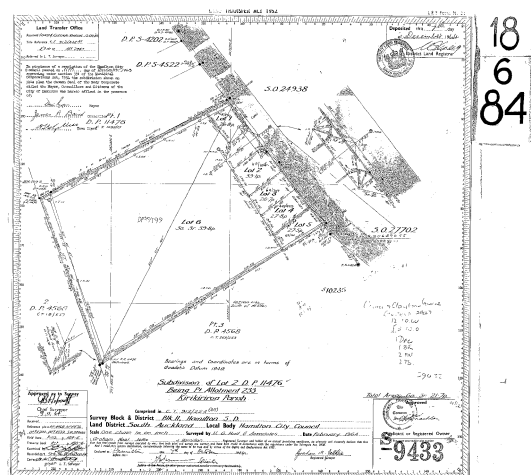


Figure 6: The 1916 subdivision plans for two lots facing Tramway Road (retrieved from premise.co.nz)

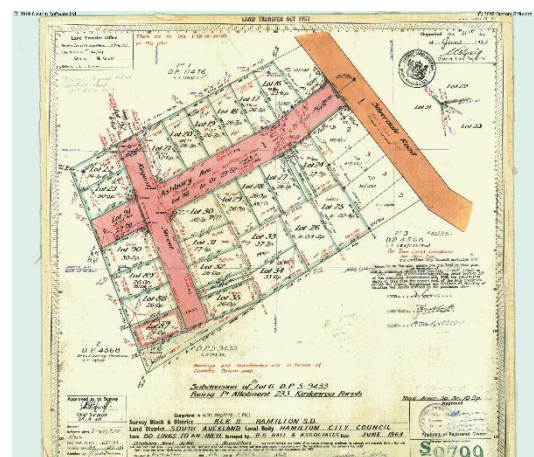


Figure 7: The original subdivision plan (retrieved from premise.co.nz)

¹⁰ Alice Morris & Mark Caunter, *Kirikiriira – Hamilton's European Settler History*, October 2021.

¹¹ Morris & Caunter.

¹² *Hamilton City Libraries*

Common with the development period, the subdivision layout includes a number of rear lots. These pairs of rear lots are accessed by wide shared driveways from the street, running between adjacent lots.

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.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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.

The majority of dwellings are single-storey with some two-storey.

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).

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.

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.

Augusta, Casper and Roseburg Streets HHA - Statement

Development Dates

- Subdivision Approved October 1963 and 1964
- First building permits granted in February 1963.

City Extension

- Located in the 8th extension to the City; April 1962.

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Augusta, Casper and Roseburg Streets area contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period and exhibits Moderate heritage significance as it is a relatively unaltered example of 1960s development, which includes retained dwellings, which incorporate features of the 1960s plan book designs, and an almost unaltered subdivision layout and urban morphology, including a series of culs-de-sac off of the curvilinear Augusta Street. The lack of alteration to the street, subdivision layout and buildings means that the area maintains significant integrity.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.
- Discourage subdivision of existing sites, as the HHA currently 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.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.

- Dwellings should have L, T and shallow V plan shapes (overall building floorplan shape).
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally red or light brown/buff bricks or split face block, with painted plaster for plinths on single-storey dwellings and for ground floors on split level dwellings.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights. Front doors should be glazed or including a glazed panel to the side.
- Roofs should be low pitched, with corrugated steel with gables, hipped and Dutch gable forms. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with a shallow profile.
- Driveways should remain narrow, single or 1.5 vehicle width. Large areas of parking should not be provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should generally be detached and to the rear of dwellings, except in two-storey buildings where they can be internal, with single doors, or perhaps as an attached open carport under the main roof of the building. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open, without fences or gates. A low brick wall, where this matches the materials used for the house may be appropriate; this should not include taller piers of fencing (even if an open design) above it. Timber fences are not sympathetic to the historic heritage values of the area. Low retaining walls, in brick, block or natural stone are acceptable where needed; timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that the species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and front berms should be retained/maintained as existing.

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.

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/developers 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

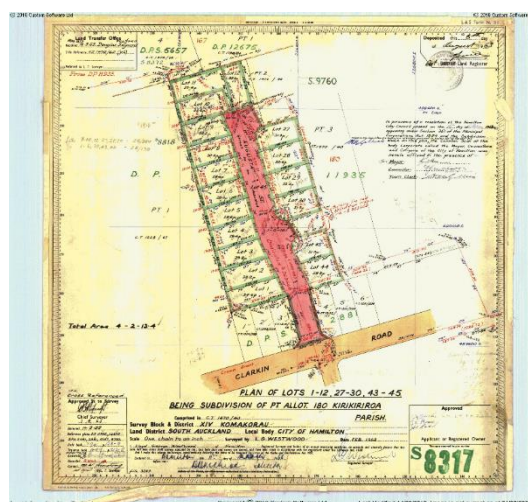


Figure 8: The original subdivision plan for Augusta Street (retrieved from premise.co.nz)

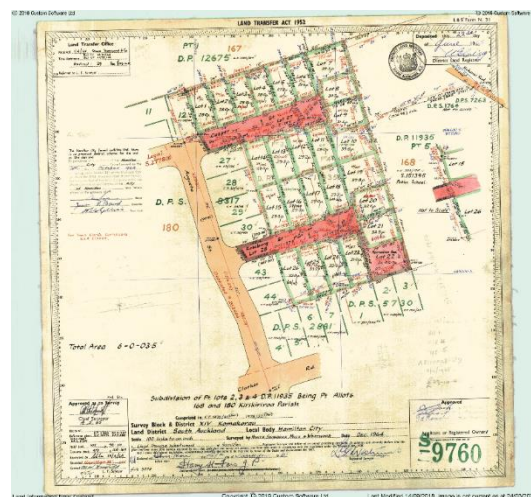


Figure 9: The original subdivision plan for Roseburg Street and the east section of Casper Street (retrieved from premise.co.nz)

¹³ Provided by Hamilton City Libraries

¹⁴ Provided by Hamilton City Libraries, from HCC minutes.

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 plan 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 each of the streets within the HHA, although the curved alignment curves of Augusta Steet 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.



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

Casey Avenue HHA -Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Moderate	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	Low	National
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Casey Avenue contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and has Moderate heritage significance. Whilst buildings vary, all of the buildings are typical of the development period, including the older California Bungalow and English Cottages styles and the State housing, seen at Treloar Street and on the western side of Casey Avenue, which are typical 1940s state house designs. The straight alignment of the street is also typical of the period. The buildings and overall layout of the area have undergone little change and maintain and exhibit integrity when considered against the area as it existed when the state housing was first developed. Further historic interest is added by the way that the area 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. The integration of state housing into an existing, at the time partly developed, residential area provides a contrast to the larger state house developments being undertaken at Hayes Paddock and Fairfield at a similar time.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on

sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from the time that the subdivision pattern of the area was altered to accommodate state housing, with little further subdivision and development from its establishment.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings on the site;
 - o Early state house, English Cottage and English and California bungalow styles. It is important that the integrity of these styles remain when viewed from the street.
 - o Painted horizontal timber weatherboard with some buildings and chimneys in light brown/buff bricks or painted plaster.
 - o Roofs coverings should be brown or terracotta colour clay tiles or corrugated steel (with gables or hipped forms).
 - o Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain narrow, single or 1.5 vehicle width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open or have low timber fences. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

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.

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 the 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

¹⁵ *Waikato Times*, 6 May 1918, p. 6; Morris & Caunter.

¹⁶ DP13066.

¹⁷ DP16219.

¹⁸ DP16219.

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.

¹⁹ *Morris & Caunter.*

²⁰ *Morris & Caunter.*

²¹ *Waikato Times*, 2 November 1937, p. 2.

²² *Waikato Times*, 11 December 1940, p. 6.

²³ *McKay & Stevens.*

²⁴ *DPS332; DPS333.*

²⁵ *Waikato Times*, 11 May 1940, p. 6.

²⁶ *Waikato Times*, 1 December 1941, p. 4.

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.



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

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.

Cattanach Street HHA - Statement

Development Dates

- Subdivision granted August 1974.
- Road constructed by 1974
- Some houses in place in 1975.

City Extension

- Located in the 8th extension to the City; April 1962.

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Moderate	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Outstanding	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Cattanach Street contributes to a clear understanding and appreciation of private development expected in the later part of the Early Post War Expansions (1950 to 1980) development period and exhibits Outstanding heritage significance as a relatively unaltered example of 1960s/1970s development. 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 street 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, including features which are typical of later in the development period including balconies on the front of dwellings, along with no shallow V shape plan forms (which were less popular by the 1970s). Importantly most of the buildings appear to be relatively unmodified and show significant integrity. Further heritage interest is provided by it being developed 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 and which amongst others things funded 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.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites,

should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently 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.
- Development should respect existing building setbacks, and buildings should remain generally parallel to the street, with their long elevation to the street.
- Dwellings should have simple rectangular plan shapes, or L, T plan shapes (overall building floorplan shape).
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally brown or light brown/buff bricks or split face block. Where seen on the original dwelling, areas of lightweight cladding (including horizontal weatherboard) or natural stone can be used. Blockwork (often painted) should be used for the ground floors areas on two-storey buildings.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have dark aluminium frames with opening top lights. Front doors should include glazed panels adjacent to them.
- Roofs should be low pitched, with concrete tiles, mainly with gables. Hipped roofs are also acceptable on single-storey buildings where they also incorporate front facing gables. Dutch gable forms are also present. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Garages should be internal on two-storey dwellings or detached to the rear of single level dwellings. They should have single width doors.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Large areas of parking should be not provided to the front of houses, over and above the driveway to the front of garages.
- Front boundaries should be open, without fences or gates. Where required retaining walls should have a concrete block or smooth plaster finish. Timber fences or retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and front berms should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

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.

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.

The 1912 survey plans show that what is now Cattnach Street was part of a wider holding owned by the Madill family. Following this it passed to the Bryant family.

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.

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

The DV Byrant 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

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 Cattnach.³⁰

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 Cattnach Street is typical of the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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



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

²⁷ Alice Morris & Mark Caunter, *Kirikiri-roa – Hamilton's European Settler History*, October 2021.

²⁸ Morris & Caunter.

²⁹ <https://www.bryanttrust.co.nz/about-us/>

³⁰ *From Lands & Surveys – Hamilton City Libraries*

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

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

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



Figure 14: Retrolens - 1979

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.

Chamberlain Place HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	Moderate	National
<i>Historic Qualities</i>	High	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Chamberlain Place 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. The area contributes to a clear understanding and appreciation of the state housing development expected in the latter part of the Early Post War Expansions (1950 to 1980) development period and exhibits High heritage significance as it is a relatively unaltered example of a comprehensive 1970s Housing Corporation development.

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.

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

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, including the retention of the common central open space, which is now a reserve. The dwellings in the street are all 1970s builds, dating from the original subdivision of the area, and most buildings and surroundings appear to be relatively unmodified, including that many lots still retain their simple concrete strip driveways leading to a simple car pad and open front boundary, rather than the larger areas of concrete and tall timber fences seen constructed elsewhere. Whilst the dwellings are typical of those being developed by the Housing Corporation in the local area, and 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, and so still illustrate the prevailing architectural trends fashionable at the time. The use of a cul-de-sac road and loop road layout is also typical of the development period, although in this case the incorporation of a loop around a large open space adds additional interest and highlights the desire to create a high quality living environment for residents.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Any alterations and extensions should respect the design of the principal building and site as existing. New accessory buildings of greater than 20m² should respect the design of the principal building and site as existing.
- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from the formation of the street, with little further subdivision and development from its original construction.
- Development should respect existing building setbacks. Buildings on front sites should be placed with their longest elevation parallel to the street.
- Dwellings should generally have simple rectangular plan shapes, although L shape plan forms may also be appropriate in corner locations (overall building floorplan shape).
- Alterations or new buildings should utilise materials which match the original buildings on the site, mainly horizontal painted weatherboard, or red or light brown/buff bricks or split block, with painted plaster plinths.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights, although white aluminium joinery which incorporates similar shapes/divisions is acceptable. Front doors should be recessed within inset porch areas.
- Roofs should be low pitched, with corrugated steel with gables or Dutch gable forms. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Driveways should remain single width, comprising two strips of concrete. Large areas of parking should be not provided to the front of houses, over and above a car pad close to the building.
- Garages should generally be detached and to the rear of dwellings, or perhaps as an attached or detached open car port. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open, without fences or gates. Fences or walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is not encouraged.
- All new buildings, including on rear sites, should incorporate these features.
- Existing front berms should not have street trees planted, as existing, but the trees within the central open space should be retained/maintained as existing.

(Historic, Cultural and Archaeological Qualities)

Lot	Area	Area	Area
101	101	101	101
102	102	102	102
103	103	103	103
104	104	104	104
105	105	105	105
106	106	106	106
107	107	107	107
108	108	108	108
109	109	109	109
110	110	110	110
111	111	111	111
112	112	112	112
113	113	113	113
114	114	114	114
115	115	115	115
116	116	116	116
117	117	117	117
118	118	118	118
119	119	119	119
120	120	120	120
121	121	121	121
122	122	122	122
123	123	123	123
124	124	124	124
125	125	125	125
126	126	126	126
127	127	127	127
128	128	128	128
129	129	129	129
130	130	130	130
131	131	131	131
132	132	132	132
133	133	133	133
134	134	134	134
135	135	135	135
136	136	136	136
137	137	137	137
138	138	138	138
139	139	139	139
140	140	140	140
141	141	141	141
142	142	142	142
143	143	143	143
144	144	144	144
145	145	145	145
146	146	146	146
147	147	147	147
148	148	148	148
149	149	149	149
150	150	150	150
151	151	151	151
152	152	152	152
153	153	153	153
154	154	154	154
155	155	155	155
156	156	156	156
157	157	157	157
158	158	158	158
159	159	159	159
160	160	160	160
161	161	161	161
162	162	162	162
163	163	163	163
164	164	164	164
165	165	165	165
166	166	166	166
167	167	167	167
168	168	168	168
169	169	169	169
170	170	170	170
171	171	171	171
172	172	172	172
173	173	173	173
174	174	174	174
175	175	175	175
176	176	176	176
177	177	177	177
178	178	178	178
179	179	179	179
180	180	180	180
181	181	181	181
182	182	182	182
183	183	183	183
184	184	184	184
185	185	185	185
186	186	186	186
187	187	187	187
188	188	188	188
189	189	189	189
190	190	190	190
191	191	191	191
192	192	192	192
193	193	193	193
194	194		

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

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

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

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

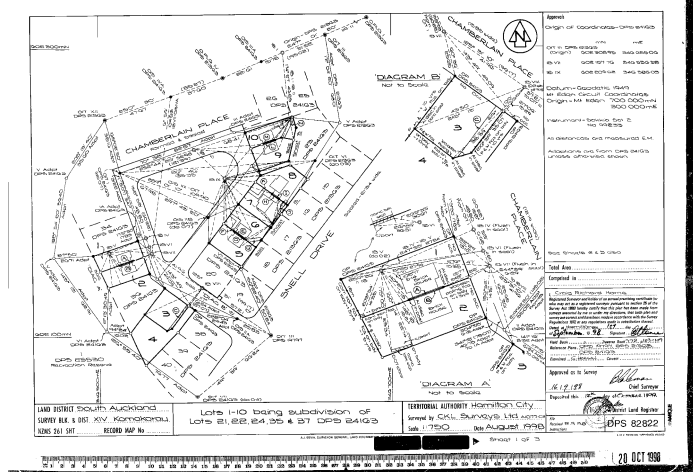


Figure 16: 1998 subdivision plan (retrieved from premise.co.nz)

³¹ *Hamilton City Libraries*

³² *Hamilton City Libraries*

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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.



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



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

Claudlands Commercial HHA - Statement

Development Dates

- Shown on survey of Township of Claudlands 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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Moderate	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	Moderate	Local
<i>Historic Qualities</i>	Outstanding	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, and also illustrates a continued evolution to meet changing needs since that development period. The area exhibits Outstanding heritage significance. The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, and the finer grained subdivision of the area which occurred in the early 20th Century. The area includes a number of original shop buildings, including both shop buildings built to the street frontage (wholly in commercial use) and shops attached to owners houses, with the dwelling is set back from the street with the residential front yard beside the shop. The association of the land with Claude brings further historic interest, as does the fact that subdivisions took place prior to the land being brought into the city, which was a response to the population growth in the area following the opening of the railway station in Claudlands in 1884 (only 7 years after the railway arrived in Frankton).

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- There is scope for the redevelopment of the former garage/petrol filling station site at 714/718 River Road.
- Buildings should be two-storey or less.
- Buildings should be built to the back edge of the footpath, except on the west side of Grey Street where existing setbacks should be continued.

- Buildings should utilise painted plaster elevations.
- Developments which span more than one existing street fronting lot should be designed to present a differently designed frontage to the street for the width of each existing lot.
- Ground floor street frontages should be divided into a series of narrow shop fronts, which comply with the broad principles of traditional shop front design, to provide interest to passersby.

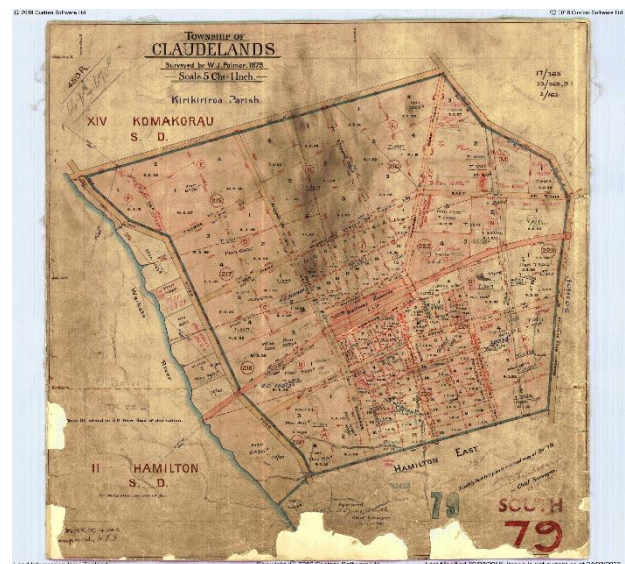


Figure 19: 1879 'Township of Claudelands' plan
(retrieved from premise.co.nz)

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.

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



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)

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 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.

Claudlands HHA - Statement

Development Dates

- Shown on survey of Township of Claudlands 1879, although many of the sites were subsequently further subdivided.
- Many of the subsequent subdivisions begin in the early 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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	High	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	None	Local
<i>Historic Qualities</i>	Outstanding	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Claudlands area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, and also illustrates a continued evolution to meet changing needs since that development period. The area exhibits Outstanding heritage significance.

The area is an example of a very significant local developer, Francis Richard Claude, subdividing land beyond the boundaries of the Borough. The subsequent development of the area over time, guided by Claude's 1878 subdivision plan, 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 Claudlands 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.

The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, and the finer grained subdivision of the area which occurred in the early 20th Century, without significant change. The area includes a large number of original houses, including Villas, California Bungalows and more recent styles in brick or plaster. The regular setbacks from front and side yards provides consistency. 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. Many of these later developments are

multi-unit, mainly utilising concrete blocks for their construction. Whilst this is typical of other flat developments of the period, it represented a new form of construction, which moved away from previous timber frame designs.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- The area consists of two general forms of development; residential sites which remain largely unaltered and sites which have been redeveloped for multiunit development.
- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment, even where multiunit developments have been constructed.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings on the site:
 - Villa and California Bungalow and other Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) styles:
 - It is important that the integrity of these styles remain when viewed from the street.
 - Any alterations and extensions should respect the design of the principal building and site as existing.
 - New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.
 - Painted horizontal timber weatherboard with some buildings and chimneys in light brown/buff bricks or painted plaster.
 - Roofs coverings should be corrugated steel (with gables or hipped forms).
 - Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
 - Multi-unit developments, or other 1950s or newer (re)developments
 - Any alterations and extensions should respect the design of the principal building and site as existing.
 - Where sites are redeveloped the opportunity should be taken to utilise buildings forms/shapes and materials which better reflect the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) styles, albeit that the overall scale of the buildings may be influenced by the existing development on the site.
- Driveways should remain single width. Large areas of parking should be not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages for single units should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.

- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should have low timber paling fences or low plaster walls. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.
- Planting within front yards is appropriate, particularly hedges along front boundaries. Care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

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

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 alongside the original single level detached dwellings.

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.



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

Fairfield Road HHA - Statement

Development Dates

- Between 1949 and 1953

City Extension

- Within the 5th extension, April 1949

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	Low	National
<i>Historic Qualities</i>	High	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Fairfield Road area contributes to a clear understanding and appreciation of the development expected moving from the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period through to the Early Post War Expansions (1950 to 1980) development period, the post war period where new ideas regarding planning and layout of towns were emerging. The area exhibits High heritage significance as it is a relatively unaltered example of immediate post war development.

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.

The simple state house designs reflect 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. Many of the buildings remain relatively unaltered and retain their integrity; they still have original features such as their clay tiled roofs, original chimneys and multi-pane timber windows. Whilst some subdivision has taken place, this has tended to be on a lot by lot basis, so the overall structure of the area is not harmed. That the development was part of the Fairfield project, involving the construction of 800-1000 houses and likely used carpenters from the No 20 training centre for ex-servicemen in Hamilton East adds further historic interest to the area.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of

the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage amalgamation of sites, although subdivision of the rear of existing lots may be acceptable providing that front units respect existing building setbacks.
- Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original early state houses which typify the area:
 - o It is important that the integrity of the early state houses remain when viewed from the street.
 - o Painted horizontal timber weatherboard, with some buildings and all chimneys in painted roughcast plaster.
 - o Roofs coverings should be brown or terracotta colour clay tiles with gables or hipped forms.
 - o Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open or have low timber fences. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

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.

³³ *Hamilton City Libraries*



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

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.

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).



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

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.

Frankton Commerce Street HHA - Statement

Development Dates

- From the opening of the Railway in 1877

City Extension

- Within the 2nd Extension 1917

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	High	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	Outstanding	Regional
<i>Historic Qualities</i>	Outstanding	Regional
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	High	Regional

Frankton Commerce Street contributes to a clear understanding and appreciation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and exhibits Outstanding heritage significance as it continues to illustrate 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 and the Waikato.

Its grid street pattern, with back to back lots, is typical of the period and retains its integrity, as do the retained buildings which illustrate the importance of the area as an entrance to Hamilton and as a Borough and suburb in its own right. 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. The association of the area to the Jolly family and the coming of the railway add further historic significance to the area.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Buildings should be two-storey or less.
- Buildings should be built to the back edge of the footpath.
- Buildings should utilise painted plaster elevations.
- Developments which span more than one existing street fronting lot should be designed to present a differently designed frontage to the street for the width of each existing lot.

- Ground floor street frontages should be divided into a series of narrow shop fronts, which comply with the broad principles of traditional shop front design, to provide interest to passersby.

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.

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.

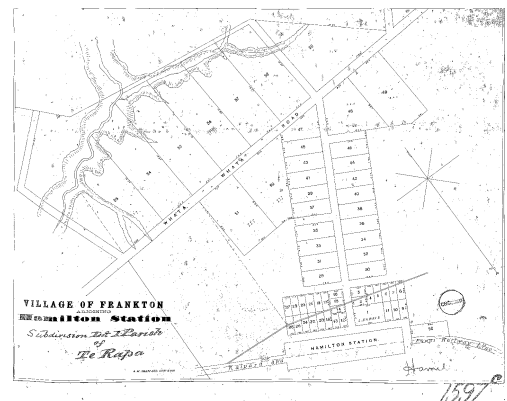


Figure 28: Undated survey plan 'Village of Frankton adjoining Hamilton Station' (retrieved from premise.co.nz)

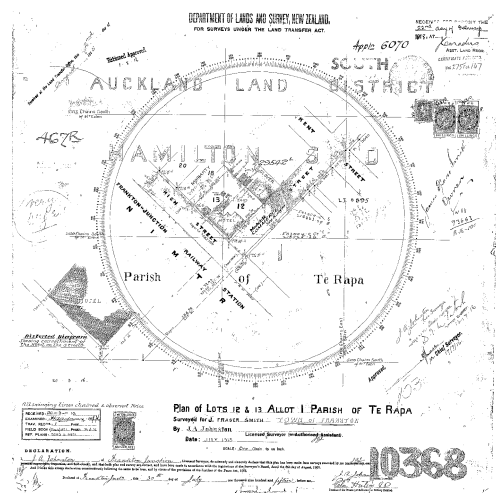


Figure 29: 1915 subdivision plan for Lots 12 and 13



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)

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.



Figure 31: 1966, showing traffic moving across the railway

Frankton East HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	Low	National
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Frankton East area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) development period and exhibits High heritage significance.

The subdivision and development of Torrington Avenue through to Parr Street, provides evidence of local landowners and speculators capitalising on the growth of 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 rectilinear grid street pattern is typical of the development period, with back to back lots, which has altered little from how it was first laid out. Many of the 1920s and 1930s housing typologies on Parr, Taniwha, Wye and Torrington Streets have stayed true to their original form and design and not suffered from inappropriate alterations. They incorporate features from Ellis and Burnand, who were a significant Waikato based manufacturer of joinery and prefabricated houses. These represent a very significant group of these houses. The State Houses in Marire Street are typical of the period, and have cottage designs similar to those seen in Hayes Paddock. They are a good example of the integration of State housing tenants into suburban communities, rather than forming large estates.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does

not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from its original development, with little further subdivision and development from its establishment.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings on the site;
 - o It is important that the early state houses and English and California bungalows retain their integrity when viewed from the street.
 - o The English and California bungalows typically have painted horizontal timber weatherboard with painted plaster chimneys and corrugated steel roofs with gabled forms. Where Ellis and Burnand features are evident they should be retained.
 - o The early state houses typically have orange/buff brick, painted plaster or timber weatherboard elevations, with painted plaster or brick chimneys, and brown or terracotta colour clay tile roofs (with gables or hipped forms).
 - o In all cases, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open in Marire Avenue. Elsewhere they should be open or low timber fences (with block or plaster retaining wall where required. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

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.

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



Figure 32. Marire Avenue, Parr Street, and Taniwha Street in 1943 (Retrolens, SN266).

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

The earliest aerial is dated 1943 and shows the sections surrounding Marire, Parr, and Taniwha Streets as fully developed (Figure 32). 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.

³⁴ Deed 404; Deed 405; *Waikato Times*, 6 September 1921, p. 6; *Waikato Times*, 9 February 1920, p. 1

³⁵ Deed 404.

³⁶ *Waikato Times*, 5 October 1922, p. 6.

³⁷ Morris & Caunter.

³⁸ DP26311; SA528/244.

³⁹ *Te Awamutu Courier*, 7 May 1937, p. 4.

⁴⁰ *Waikato Times*, 20 October 1937, p. 6.

⁴¹ *Waikato Times*, 11 December 1940, p. 6.

⁴² Morris & Caunter.

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.

Frankton Railway Village HHA - Statement

Development Dates

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

City Extension

- Within the 2nd Extension April 1917

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Outstanding	National
<i>Cultural Qualities</i>	Outstanding	National
<i>Historic Qualities</i>	Outstanding	National
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	High	National

The Frankton Railway Village area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and exhibits Outstanding heritage significance as it is a relatively unmodified example of a planned railway settlement.

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 overall design of the area incorporates design elements of the 'garden suburb' movement, fashionable at that time, and included a hall and central open space for workers. The subdivision layout of the area is generally unaltered from when it was originally constructed. The area contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing. These are generally in good condition with few alterations. 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 development of the site for the factory and workers village was a further significant milestone.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of

the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from its establishment.
- Development should respect existing building setbacks. Buildings should be placed perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings on the site:
 - o Buildings should retain their existing Railway Cottage appearance, with villa and California Bungalow influences.
 - o Timber horizontal weatherboard elevations.
 - o Hipped, gabled and Dutch gable roofs with corrugated steel covering, and exposed rafters under projecting eaves.
 - o Front door facing the street, central to the elevation, with porch roof over supported by timber posts.
 - o Existing porches should be maintained and repaired. Porches on existing and new buildings should be authentic to original porch designs seen in the area, which include designs which incorporate curved brackets cut from solid board, timber trellis and various roof designs.
 - o Windows should be double hung sash windows, with the upper sash divided into nine panes and the lower into two, although in some cases side hung casement windows will be acceptable, with projecting surrounds and projecting cornices over their heads.
- Whilst front boundaries vary, fences are generally low. Timber picket fences or timber and wire fences with a significant degree of transparency are acceptable as they will maintaining the historic heritage values of the area.
- Driveways should remain single width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms (including where located on the carriageway side of the kerb/channel should be retained/maintained as existing.
- Alterations to the factory building should respect the overall shape, form and materials of the building as existing.

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

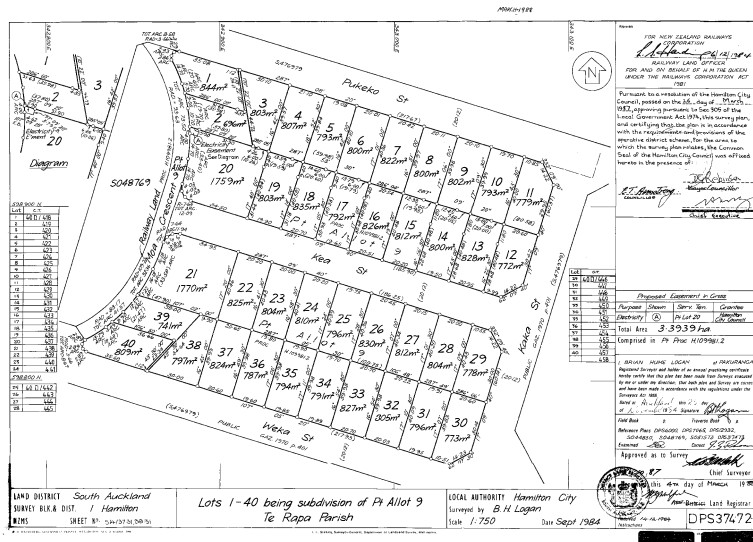


Figure 33: 1984 survey plan (retrieved from premise.co.nz)

and secondary lines, including Sunshine Village, Taumarunui and Egmont Street, Ohakune, both of which are located away from the immediate route of the railway.⁴³

By 1926 the factory was producing more houses than it needed, and started storing them and then selling them to local authorities. Houses were also sold to private owners, so that houses can be found in locations far from any Railway; for example the dwelling at 6 Waitai Road, Waiheke Island.

By 1928 the construction industry was so envious of the railway house factory that they lobbied for its 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)

⁴³ Background has been informed by <https://nzhistory.govt.nz/culture/we-call-it-home/outside-the-mainstream#:~:text=Since%20the%201880s,cosy%20coal%20range> and <https://places.nz/places/waikato/hamilton-raglan/frankton-junction-railway-house-factory-11626> .



Figure 34: Frankton Railway Village and Railway Factory – 1930. The sawtooth factory roof is seen between piles of cut timber (Alexander Turnbull Library WA-62752-G).

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.

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.

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.

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.

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

Hamilton East HHA - Statement

Development Dates

- European development from around 1864

City Extension

- Within the original Kirikiriroa Highway District Board area, and consequently within the original Borough

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Outstanding	Regional
<i>Architectural Qualities</i>	Outstanding	Regional
<i>Cultural Qualities</i>	High	Local
<i>Historic Qualities</i>	Outstanding/	Regional
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Hamilton East contributes to a clear understanding and appreciation of the development expected in the Pioneer development period, and exhibits Outstanding heritage significance as one of the first areas settled by Māori and later by European settlers, with it being easily accessible to the Waikato River. 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.

The original 'super block' subdivision pattern is still apparent and retains its integrity, with subsequent subdivisions not harming the overall integrity of the Pioneer period urban morphology.

Architecture varies, and represents most development periods since the initial establishment of the area; this variety assist with telling the story of the further subdivision of the area over time and the ability of the area to continue to meet the changing expectations and needs of residents of the growing city. The significance of the area to Māori and that it was also one of the first areas in Hamilton to be settled by Europeans adds further to the historic and cultural interest of the area.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- 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 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. Where sites are redeveloped, or subdivided, consideration should be given to ensuring the existing architecture seen on the parent site is reflected in the new development to continue the existing diversity of the area.

- Where an existing dwelling displays a particular architectural style or period, any alterations and extensions should continue this. New accessory buildings of greater than 20m² should respect the design of the principal building and site as existing.
- The further subdivision of existing sites is discouraged where this will be apparent from the street; however where new rear sites are created the access to these should be combined with the access to the frontage building to minimise their impact on the current appearance of the street.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match existing buildings in the area:
 - o Pioneer period and Late Victorian, Edwardian and during and after inter-war growth styles:
 - It is important that the integrity of these styles remain when viewed from the street.
 - Alterations should therefore reflect the design and materials of the building as existing.
 - o 1950s or newer redevelopments
 - Any alterations and extensions should respect the design and materials of the principal building and site as existing.
 - Where sites are redeveloped the opportunity should be taken to utilise buildings forms/shapes and materials which better reflect the Pioneer period and Late Victorian, Edwardian and during and after inter-war growth styles, albeit that the overall scale of the buildings may be influenced by the existing development on the site.
- Driveways, including those to rear sites should remain single width (or as close to this as possible with the use of passing spaces). On front sites, large areas of parking should be not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Whilst front boundaries vary, taller fences and walls have had a negative effect on the heritage values of the area. New fences and walls should therefore be no more than 1.2m high to reduce their impact on the historic heritage values of the area, and ideally should be low timber picket fences.
- Planting within front yards is appropriate, particularly hedges along front boundaries. Care should be taken to ensure that species chosen will not grow so large that all

views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.

- Existing street trees, other street planting and front berms should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

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 Ngāti Koura and Ngāti 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 –Ngāti Parekirangi, Ngāti Haanui and Ngāti Paretaua.

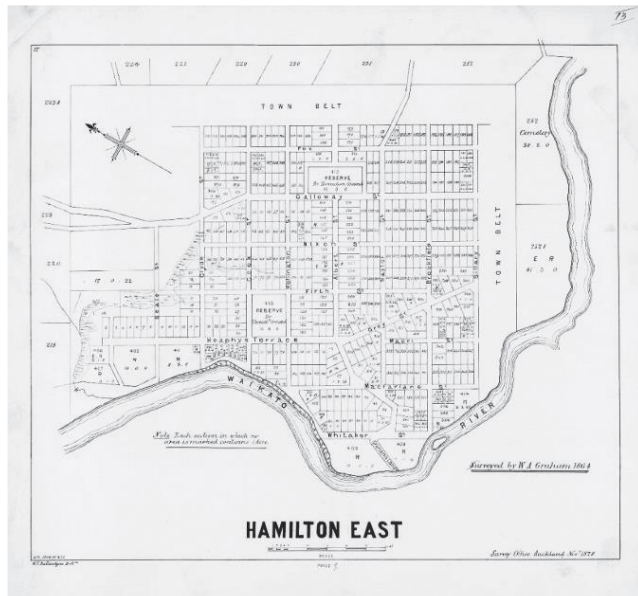


Figure 35: 1895 plan based upon 1864 survey (from Hamilton City Libraries)

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)

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



Figure 36: 1943 aerial photo (sourced from <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)

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.
- Later 1920s and early 30s - Art Deco, Spanish Mission and early Moderne houses.
- 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.
- Post 1960s infill in centre of blocks, some redevelopment of sites for two-storey flats.

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.

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.

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.

⁴⁴ <https://nzhistory.govt.nz/people/julius-vogel>

Hayes Paddock HHA - Statement

Development Dates

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

City Extension

- Within the boundaries of the original Borough

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	High	Local
<i>Architectural Qualities</i>	Outstanding	National
<i>Cultural Qualities</i>	High	National
<i>Historic Qualities</i>	Outstanding	National
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Hayes Paddock contributes to a clear understanding and appreciation of the development expected at the cusp of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period with the Early Post War Expansions (1950 to 1980) development period, and exhibits Outstanding heritage significance.

The area is a significant example of a 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 area 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.

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 towards the free-flowing street forms which were to characterise the post war period. The buildings, overall layout of the area and current subdivision pattern have altered little since they were first developed; they have significant integrity. The area has significance as a large area of planned early state housing, and has a very strong sense of place, being designed and built as a whole, with limited change since. It is an area which continues to be a popular recreational reserve on the banks of the Waikato River and which is well used by the local community. The position of the commercial hub (now Hayes Common) at the intersection of Jellicoe Drive and Plunket Terrace provides a focus for

residents and visitors, directly opposite the retained area of reserve, which continues to provide direct access to the River.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.
- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from the original subdivision pattern of the area.
- Development should respect existing building setbacks. Buildings should be placed parallel to the street.
- Alterations or new buildings should utilise designs and materials which match the original early state houses which typify the area:
 - o It is important that the integrity of the early state houses remain when viewed from the street.
 - o Painted horizontal timber weatherboard, painted brick, painted plaster or some warm orange/red brick. Warm orange/red brick chimneys. Painted plaster plinth areas.
 - o Roofs coverings should be brown or terracotta colour clay tiles with gables or hipped forms.
 - o Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width, formed of two parallel strips of concrete. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open. Fences and walls are not sympathetic to the historic heritage values of the area. Very low concrete retaining walls are seen on some lots; these should be retained as existing and not heightened.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; open views of the front garden and of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

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

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

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

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 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

⁴⁵ SO 201; *Waikato Times*, 14 September 1938; Morris & Caunter.

⁴⁶ *Waikato Times*, 4 June 1937, p. 9; Bill McKay and Andrea Stevens, *Beyond the State: New Zealand State Houses from Modest to Modern* (Penguin, Auckland: 2014).

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

⁴⁸ DPS927; DPS928; *Waikato Times*, 15 November 1939, p. 1.

⁴⁹ *Waikato Times*, 14 September 1938; *King Country Chronicle*, 15 September 1939, p. 5.

⁵⁰ McKay & Stevens.

⁵¹ DPS927; DPS928; *Waikato Times*, 15 November 1939, p. 1.

⁵² *Waikato Times*, 11 December 1940, p. 6.

⁵³ *Waikato Times*, 11 May 1940, p. 6.

⁵⁴ McKay & Stevens.



Figure 3734. Hayes Paddock HHA in 1948 (Retrolens, SN530, with overlay).

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.

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.



Figure 35. Aerial photograph of Hayes Paddock housing in 1951 (National Library, WA-27956).

⁵⁵ McKay & Stevens.

Hooker Avenue HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Hooker Avenue contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period and exhibits Moderate heritage significance as it is a relatively unaltered example of 1960s/1970s development, which includes retained dwellings, which incorporate features typical of the period, and an almost unaltered subdivision layout and urban morphology, including a curvilinear street design. It is part of a wider series of subdivisions by Chedworth Park Limited, located to the north of Chedworth Avenue.

The 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 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.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from the original formation of the street, with little further subdivision and development from its establishment.
- Dwellings should have L, T and shallow V plan shapes (overall building floorplan shape).
- Development should respect existing building setbacks, and buildings should remain generally parallel to the street, although recognising existing circumstances it is acceptable for some buildings to be positioned perpendicular or if they have a V plan shape they may be at a narrow angle to the street.
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally orange/red bricks, split faced blocks, plaster and limited natural stone. Some two-storey buildings have areas of blockwork (often painted) for ground floors, although this is less common than in some other areas of the same development period. Many buildings have painted plaster plinths. Areas of shallow profile panel, such as fibre cement sheet, are seen on the elevations of some buildings, particularly around front doors.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights. Front doors should include glazed panels to the side.
- Roofs should be low pitched, with concrete tiles or corrugated steel with gables, hipped and Dutch gable forms. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Large areas of parking should be not provided to the front of houses, over and above the driveway.
- Garages should be internal (particularly within two-storey dwellings) or linked to original dwelling, rather than detached/freestanding. They should not be forward of the original building. Open carports below the main house roof are also acceptable.
- Accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open, without fences or gates. Fences and walls are not sympathetic to the historic heritage values of the area. Low retaining walls, in block or smooth concrete are acceptable where needed; timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and wide front berms should be retained/maintained as existing.

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.

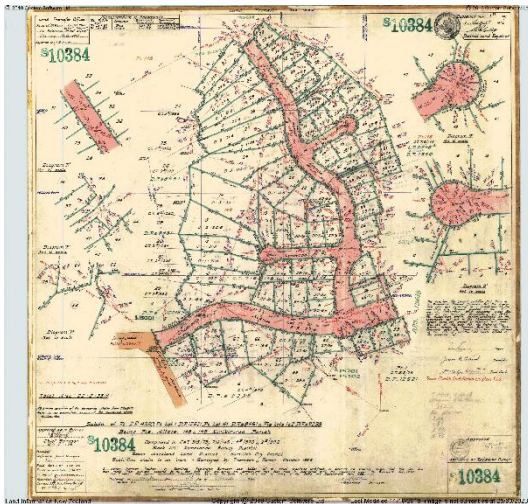


Figure 39: Original subdivision plan, showing long lots on the west side of the street (retrieved from premise.co.nz)

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.



Figure 40: Cropped aerial photo, 1974. Most development was complete by that time (retrieved from retrolens.nz)

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

Buildings are detached, and are generally large. The majority of dwellings are single storey with some two storey dwellings. They have a range of plans forms, as is typical of the

⁵⁶ Alice Morris & Mark Caunter, *Kirikiri-roa – Hamilton's European Settler History*, October 2021.

⁵⁷ Morris & Caunter.

⁵⁸ *Hamilton City Libraries*

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.

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).

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.

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.

Jennifer Place HHA - Statement

Development Dates

- Subdivision approved 13th April 1967
- Permits for private dwellings in Jan/ Feb/ June 1968. Most of the dwellings built until 1972 were privately owned.⁵⁹

City Extension

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

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Jennifer Place contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period and exhibits Moderate heritage significance as it is a relatively unaltered example of 1960s/1970s development, which includes retained dwellings, which incorporate features of the 1960s designs, and an almost unaltered subdivision layout and urban morphology, including a curvilinear street design.

Jennifer Place is part of a wider series of subdivisions by Lynbrae Lands Limited. 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 development of the street preceded the opening of the Chartwell Square shopping area in 1969.

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 large balcony extension at 7 Jennifer Place does impact the integrity of the street.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of

⁵⁹ Hamilton City Libraries

the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently 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.
- Existing site levels and landform should not be significantly altered.
- Dwellings should have L, T and shallow V plan shapes (overall building floorplan shape).
- Development should respect existing building setbacks.
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally orange/red bricks, split faced blocks, plaster and vertical timber weatherboard. Most split level buildings have areas of painted blockwork for ground floors.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights. Front doors should include glazed panels to the side.
- Roofs should be low pitched or flat roofs. Pitched roofs having gables or hipped forms with concrete tiles or corrugated steel. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Large areas of parking should be not provided to the front of houses, over and above the driveway.
- Garages should be internal with single width doors.
- Accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open, without fences or gates. Fences and walls are not sympathetic to the historic heritage values of the area. Low retaining walls, in block or smooth concrete are acceptable where needed; timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and front berms should be retained/maintained as existing.

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 gulley westwards to link to the gulley 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).

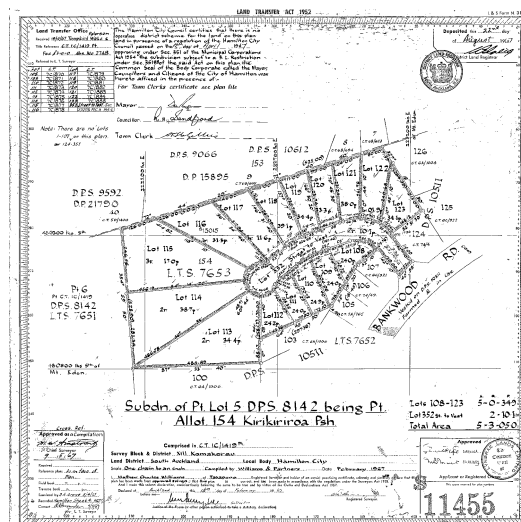


Figure 41: Original subdivision plan, 1967
(retrieved from premise.co.nz)

⁶⁰ *Waikato Times* 29 Oct 1974

⁶¹ *Hamilton City Libraries*

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 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.

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.



Figure 42: Aerial photo of the constructed road, 1967 (retrieved from www.retrolens.nz)

Lamont, Freemont, Egmont and Claremont HHA – Statement

Development Dates

- 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.

City Extension

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

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Lamont, Freemont, Egmont and Claremont Streets area contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period, and exhibits Moderate heritage significance. The area is 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.

The dwellings in the street are largely 1960s and 1970s builds. Most appear to be relatively unmodified and are typical of the plan book styles expected during this period. Together, the dwellings form a cohesive, yet varied, collection of 1960s and 1970s buildings. Whilst the rectilinear grid street network is not typical of the development period, and stands out as different to much of the remainder of the Chartwell and Chedworth areas, it was likely chosen due to the flat topography across the area and efficient layout which it delivered. As such it is of interest that a developer would design and deliver this in the mid-1960s through to the 1970s. 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.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of

the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently 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.
- Dwellings should have L, T and shallow V plan shapes (overall building floorplan shape).
- Development should respect existing building setbacks, and reflect the existing situation where many buildings are sited at a narrow angle to the street.
- Alterations or new buildings should utilise materials which match the original buildings on the site, mainly orange/red bricks and split faced blocks. Most two storey buildings have areas of blockwork (often painted) for ground floors. Many buildings have painted plaster plinths. Shallow profile areas of panel, such as fibre cement sheet, is seen on the elevations of some buildings, particularly around front doors.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights. Front doors should be glazed and can include glazed panels to the side.
- Roofs should be low pitched, with concrete tiles or corrugated steel with gables, hipped and Dutch gable forms. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Large areas of parking should be not provided to the front of houses, over and above the driveway.
- Garages can be internal, linked or detached/freestanding. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open, without fences or gates. Fences and walls are not sympathetic to the historic heritage values of the area. Low blockwork retaining walls are acceptable where needed; timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and wide front berms should be retained/maintained as existing.

(Historic, Cultural and Archaeological Qualities)

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.

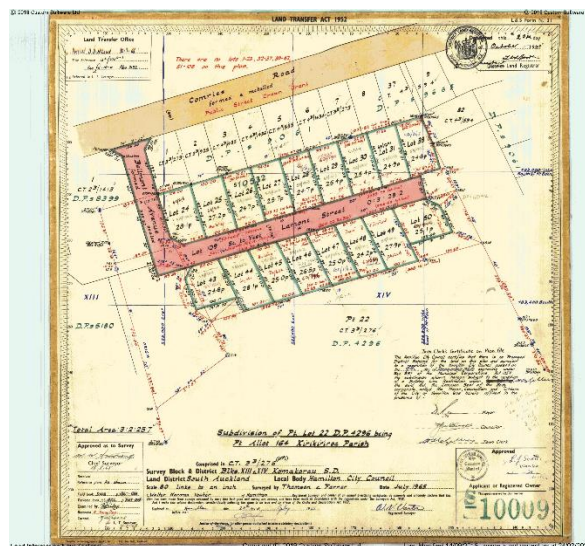


Figure 43: Original 1964 subdivision plan of Lamont Street (retrieved from premise.co.nz)

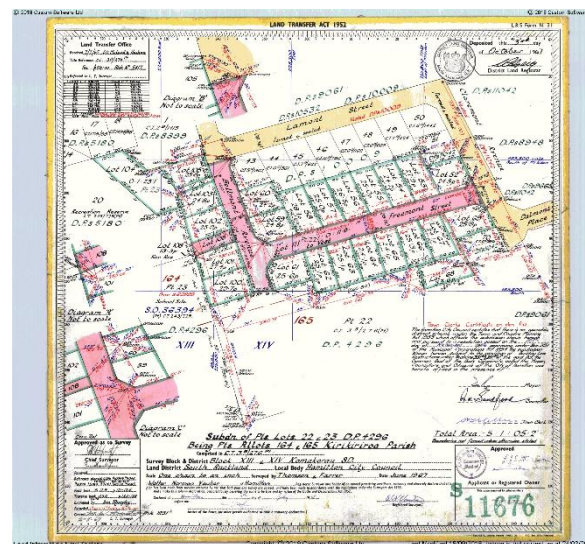


Figure 44: Original 1966 subdivision plan of Freemont Street

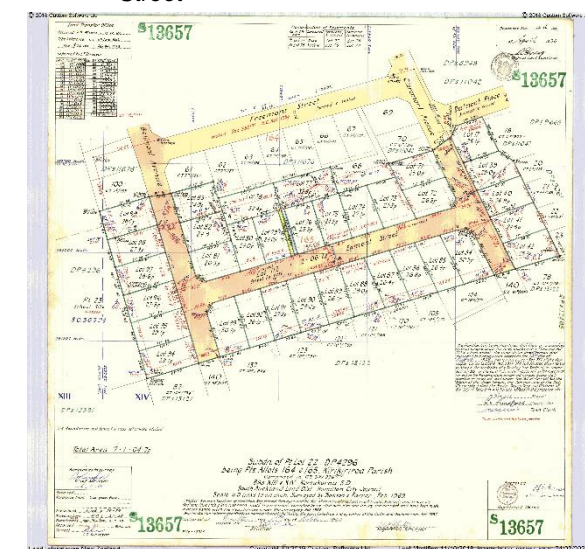


Figure 36: Original 1969 subdivision plan of Egmont Street (retrieved from premise.co.nz)

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 Belmont Avenue, there are more restricted links to Hukanui Road to the east, and no direct connection to the Chartwell Westfield Mall. The street layout is more reflective of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, with streets meeting at right angles and a back-to-back lot pattern. That Ascot Downs Limited chose such a development pattern during this period, which was at odds with the form of development seen in the wider local area brings interest and significance as a development in the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

Buildings generally have brick elevations with some having a plaster or blockwork plinth (or ground floors in the case of the two storey buildings). Gable roofs dominate, although there are some hipped roof and Dutch-gable designs.

Concrete tiles and corrugated steel are both seen.

Buildings have large areas of horizontal proportion windows. This is typical of pattern book type houses in the Early Post War Expansions (1950 to 1980) development period.

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

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

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



Figure 4637: Cropped 1974 aerial photo showing vacant lots in Egmont Street (retrieved from www.retrolens.co.nz)⁴³

⁶² Hamilton City Libraries

Matai, Hinau and Rata Streets HHA - Statement

Development Dates

- Survey plan dated 1913 for extension 33 to Town of Frankton

City Extension

- 3rd Extension April 1928

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	High	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Matai, Hinau and Rata Streets area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and exhibits High heritage significance. 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.

The area is a good example of the form of settlement pattern expected in the development period, with a rectilinear grid pattern and back-to-back lots. 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. Whilst some lots have been subdivided, this mainly consists of the formation of rear lots and does not have a significant impact on the overall morphology of the area or integrity of the area. It is of interest that 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.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays a particular architectural style or period, any alterations and extensions should continue this. New accessory buildings of greater than 20m² should respect the design of the principal building and site as existing.
- The further subdivision of existing sites is discouraged where this will be apparent from the street; however where new rear sites are created the access to these should

be combined with the access to the frontage building to minimise their impact on the current appearance of the street.

- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match existing buildings in the area:
 - Late Victorian, Edwardian and during and after inter-war growth styles:
 - It is important that the integrity of these styles remain when viewed from the street.
 - Alterations should therefore reflect the design and materials of the building as existing.
 - 1950s or newer redevelopments
 - Any alterations and extensions should respect the design and materials of the principal building and site as existing.
 - Where sites are redeveloped the opportunity should be taken to utilise buildings forms/shapes and materials which better reflect the Late Victorian, Edwardian and during and after inter-war growth styles, albeit that the overall scale of the buildings may be influenced by the existing development on the site.
- Driveways, including those to rear sites should remain single width (or as close to this as possible with the use of passing spaces). On front sites, large areas of parking should be not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Whilst front boundaries vary, taller fences and walls have had a negative effect on the heritage values of the area. New fences and walls should therefore be no more than 1.2m high to reduce their impact on the historic heritage values of the area.
- Where retaining walls are necessary along front boundaries, they should be constructed of blockwork or concrete, and their height kept to a minimum. Timber retaining walls are not in keeping with the historic heritage values of the area.
- Planting within front yards is appropriate, particularly hedges along front boundaries. Care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

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

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



Figure 4738: Original 1913 subdivision plan (retrieved from premise.co.nz)

⁶³ <https://hamiltonlibraries.co.nz/heritage/discover-stories-and-articles/frankton-history/#:~:text=By%201910%20Frankton%20was%20firmly,borough%20with%20its%20own%20council.>

- Single storey detached villas and bungalows in an eclectic architectural style

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 39: 1943 Aerial photo (retrieved from www.retrolens.nz)

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.

Myrtle Street and Te Aroha (West) HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Moderate	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Outstanding	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Myrtle Street and Te Aroha (West) area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period; it exhibits Outstanding heritage significance.

The area is an example of a very significant local developer, Francis Richard Claude, subdividing land beyond the boundaries of the Borough. The subsequent development of the area over time, guided by Claude's 1878 subdivision plan, 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.

The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, and the finer grained subdivision of the area which occurred in the early 20th Century, without significant change. 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 of 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. The

overall layout of the area and buildings within it show significant integrity and have changed little since their original construction.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original mainly California and English Bungalow style buildings in the area:
 - It is important that the integrity of these styles remain when viewed from the street.
 - Any alterations and extensions should respect the design of the principal building and site as existing.
 - New accessory buildings of greater than 20m² should respect the design of the principal building and site as existing.
 - Painted horizontal timber weatherboard with chimneys in painted roughcast plaster. Whilst there are some buildings with plaster elevations in the area, these are not a dominant feature; this should therefore not be replicated.
 - Roofs coverings should be corrugated steel or clay tiles (with gables or hipped forms).
 - Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width. Large areas of parking should be not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Whilst some historic garages are located forward of the original building, new garages should be detached and located to the rear of dwellings, with single doors, so that they do not become a dominant feature in the street.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should have low timber picket fences or very low concrete/plaster walls. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.
- Planting within front yards is appropriate, particularly hedges along front boundaries. Care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

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.

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

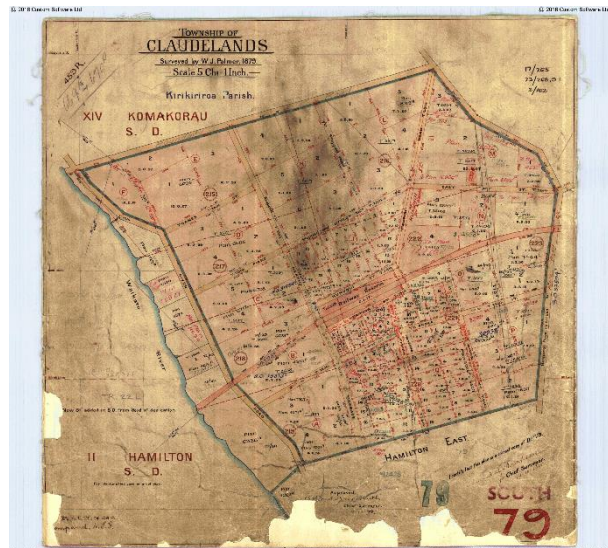


Figure 49: Plan of Township of Claudelands, 1879
(retrieved from premise.co.nz)



Figure 50: Hardley's 1911 plan for the subdivision of Myrtle Steet (retrieved from premise.co.nz)

- 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)

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



*Figure 51: : Cropped aerial photo, 1942
(retrieved from www.retrolens.nz)*

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 values of the area.

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.

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Oxford Street (East) and Marshall Street HHA - Statement

Development Dates

- Marshall Street surveyed for subdivision in November 1920
- Oxford Street surveyed for subdivision in 1921

City Extension

- Located in 5th extension to the city, April 1949

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Oxford Street (East) and Marshall Street area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, and has Moderate heritage significance.

The area has a high level of integrity from its original subdivision and layout, with few changes to the area. It contains a small-scale 1920s dwellings. Whilst a number of the dwellings have undergone some change, they all retain their strong relationship with the street. 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. It is of further significance that the area was developed speculatively before the land came into the Borough.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from the time that the subdivision pattern of the area, with little further subdivision and development from its establishment.
- Development should respect existing building setbacks. Buildings should be placed parallel to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings on the site:
 - o Buildings should retain their existing Cottage appearance
 - o Timber horizontal weatherboard elevations.

- Gabled roofs with corrugated steel covering, and exposed rafters under projecting eaves.
- Front door facing the street, central to the elevation, with porch roof over supported by timber posts.
- Existing porches should be maintained and repaired. Porches on existing and new buildings should be authentic to an original design of porch seen in the area.
- Windows should be side hung casement windows, one or two lights wide with projecting surrounds and projecting cornices over their heads.
- New fences should be no more than 1.2m high to allow views of the buildings and to maintain the historic heritage values of the area.
- Driveways should remain single width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms (including where located on the carriageway side of the kerb/channel should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

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 (**Error! Reference source not found.**).

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 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

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

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

Figure 53. Advertisement for the sale of a bungalow at Oxford Street (Waikato Times, 12 May 1922).

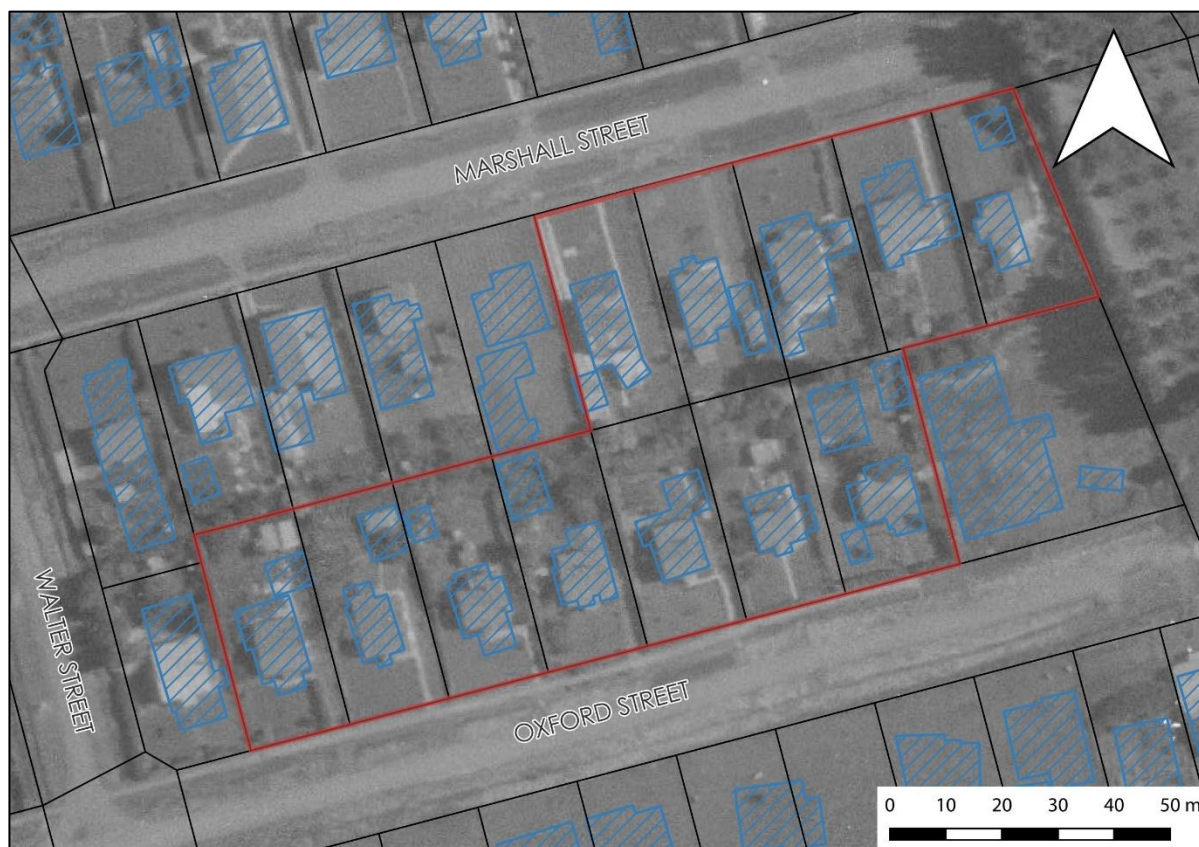


Figure 40. Aerial taken in 1948 of Marshall and Oxford Streets (Retrolens, SN530, with overlay).

withdrawn from sale till further notice.”⁶⁴ 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 1922.⁶⁵

Oxford Street was subdivided by John Paterson (Patterson) Snr and John Paterson Jnr in 1921⁶⁶ 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). Other advertisements offered “one of our [Paterson and Paterson Builders] five-roomed bungalows,” which had been recently completed, for sale at £1,150.⁶⁷ It is unclear exactly which sections these advertisements relate to. Historic titles show the

⁶⁴ Waikato Times, 17 December 1920, p. 1.

⁶⁵ SA188/167; Waikato Times, 31 May 1922, p. 1.

⁶⁶ DP 15292.

⁶⁷ Waikato Times, 25 May 1921, p. 4.

lots were sold to private owners throughout the 1920s.⁶⁸ The southern side of Oxford Street remained undeveloped in the 1940s.⁶⁹

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.⁷⁰ A footbridge was constructed over the Waikato River, adjacent to the railway bridge approximately 2km from Oxford Street, in 1908.⁷¹ A commercial centre was established along Heaphy Terrace, between Marshall and Oxford Street, in the 1920s.⁷² By at least 1948, the HHA sections have been developed with dwellings constructed on the lots (Figure 54).

Buildings and Streetscape Elements

(Architectural, Scientific Qualities and Technical Qualities)

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.

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.

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

⁶⁸ See: SA351/126.

⁶⁹ Retrolens, SN530.

⁷⁰ Williams.

⁷¹ Morris & Caunter.

⁷² Morris & Caunter.

Riro Street HHA - Statement

Development Dates

- Survey plan of subdivision 1909

City Extension

- Within Town of Claudelands, Kirikiriroa Parish; included within the First Extension in 1912

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	High	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Outstanding	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Riro Street contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period; it exhibits Outstanding heritage significance.

It 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, and then further subdivided after.

The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, and the finer grained subdivision of the area which occurred in the early 20th Century, without significant change. Unlike other parts of the local area (including Opoia Street), there has not been the redevelopment of a large number of lots with two storey flats in the 1960s and 1970s. The orthogonal layouts and relatively high-density development, which capitalises on its location close to the river to provide amenity to residents, the single storey villas and bungalows, and the simple street pattern, are a clear representation of the development period and has undergone little change.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- Development should respect existing building setbacks. Buildings should be placed parallel to the street.

- Alterations or new buildings should utilise designs and materials which match the original mainly California and English Bungalow style buildings in the area:
 - It is important that the integrity of these styles remain when viewed from the street.
 - Any alterations and extensions should respect the design of the principal building and site as existing.
 - New accessory buildings of greater than 20m² should respect the design of the principal building and site as existing.
 - Painted horizontal timber weatherboard with chimneys in painted roughcast plaster. Whilst there is a building with brick elevations and another with shingle elevations in the area, these are not a dominant feature; this should therefore not be replicated.
 - Roofs coverings should be corrugated steel (with gables on the most visible sites).
 - Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width. Large areas of parking should be not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages should be detached and located to the rear of dwellings, with single doors, so that they do not become a dominant feature in the street.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should remain open or have low timber picket fences. Walls, and fences taller than this, are not sympathetic to the historic heritage values of the area.
- Planting within front yards is appropriate, particularly hedges along front boundaries. Care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

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 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 Street, although boundary plans indicate that this is not the case.

There is a direct link from the street to Parana Park/Memorial Park.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

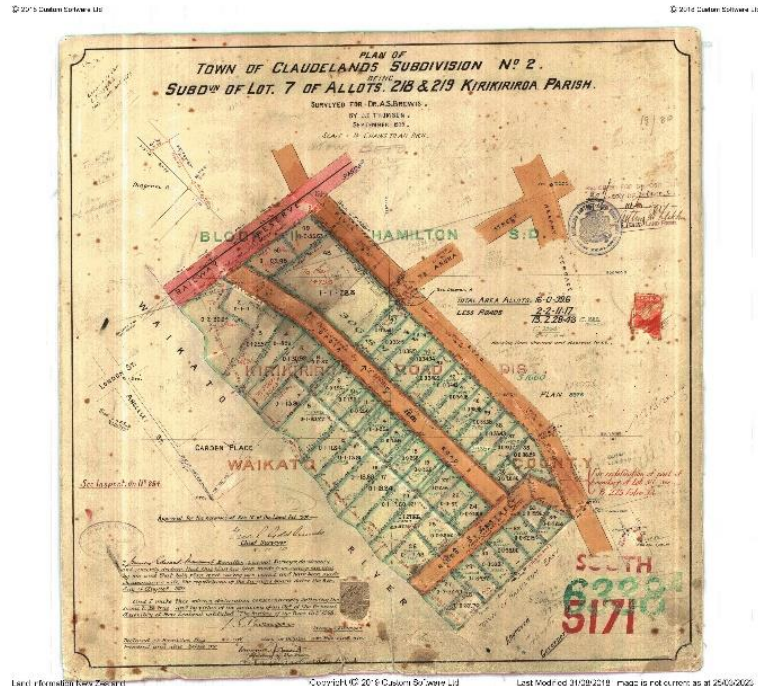


Figure 41: Brewis' 1909 subdivision plan (retrieved from premise.co.nz)

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.

Front boundaries are generally low picket fences, open or planted; whilst these vary, they provide the street with a consistent appearance.

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.

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.



*Figure 42: Cropped 1953 aerial photograph
(retrieved from www.retrolens.nz)*

Sare Crescent HHA - Statement

Development Dates

- Surveyed in 1949, construction completed by 1953

City Extension

- Located within the 5th extension, 1949

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	Low	National
<i>Historic Qualities</i>	High	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Sare Crescent contributes to a clear understanding and appreciation of the development expected during the Early Post War Expansions (1950 to 1980) development period, immediately after the post war period where new ideas regarding planning and layout of towns were emerging and taken forward in State housing projects. The area exhibits High heritage significance as it is a relatively unaltered example of post war development.

The street was developed as part of a rapid period of Hamilton City's growth, constructed to accommodate homecoming servicemen and their families and was initially bordered by farmland to the north and east, but quickly became surrounded by further subdivisions and development.

The curving street design moves away from the previously regimented grid street layouts to the post war free flowing street form which typifies the period. Many of the buildings remain relatively unaltered and retain their integrity; they still have original features such as their multi-pane or vertically sliding sash timber windows. The subdivision and redevelopment of the site at no.20 and additional dwellings on rear lots at no.22 and 24 have had an impact on the integrity of the area, but overall, it remains a significant example of early post war State housing. That the development was part of the Fairfield project, involving the construction of 800-1000 houses and likely used carpenters from the No 20 training centre for ex-servicemen in Hamilton East adds further historic interest to the area.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of

the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- Buildings should generally be placed parallel to the street.
- Alterations or new buildings should utilise designs and materials which match the original early state houses which typify the area:
 - o It is important that the integrity of the early state houses remain when viewed from the street.
 - o Painted horizontal timber weatherboard, with some buildings and all chimneys in painted textured plaster.
 - o Roofs coverings should generally be brown or terracotta colour clay tiles with gables or hipped forms, although painted corrugated steel is acceptable.
 - o Generally, windows should have timber frames with double hung sash windows, or multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should be open or have low timber fences. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

The land of Sare Crescent was surveyed for subdivision in August 1949.⁷³ 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 1953.⁷⁴

⁷³ DPS 2491

⁷⁴ SN819

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.⁷⁵

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.⁷⁶

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.⁷⁷ Parts of Fairfield had developed prior to its inclusion in the boundary of Hamilton City in 1949, and had extensive State housing estates.⁷⁸ Some dwellings are still owned by Kainga Ora/Housing New Zealand.



Figure 57. Subdivision of Sare Crescent in 1949 (LINZ, DPS2491).

⁷⁵ Morris & Caunter.

⁷⁶ McKay & Stevens.

⁷⁷ SN3470

⁷⁸ Morris & Caunter.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 43. 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.

Seifert Street HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Moderate	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Seifert Street contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period and exhibits Moderate heritage significance as it is a relatively unaltered example of 1960s development, which includes retained dwellings, which incorporate features of the 1960s plan book designs, and an unaltered subdivision layout and urban morphology.

The street shows a high degree of integrity of lot size and layout from the original survey and formation of the street. The dwellings in the street are 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.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.
- Discourage subdivision of existing sites, as the HHA currently 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.
- Development should respect existing building setbacks, and buildings should remain generally perpendicular to the street, generally with L and T plan forms and a long

elevation to the street. Recognising existing circumstances, it is acceptable for some buildings to be positioned at a narrow angle to the street.

- Two level dwellings should be split level, and be set into slopes rather than require significant engineering to create a level building platform.
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally red or buff bricks, with blockwork (often painted) or brick for plinths of single storey dwellings and blockwork for ground floors areas on two storey buildings. Some panels of reconstructed stone or light weight cladding is likely to be acceptable on elevations, subject to design.
- Roofs should be low pitched, with concrete tiles or corrugated steel roofs with gables or hipped designs. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights. Front doors should include small, glazed panels.
- Garages should be internal within two storey dwellings or detached/freestanding for single level dwelling. They should have single width doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Driveways should remain narrow, single or 1.5 vehicle width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Front boundaries should be open, or have low brick walls, where this matches the materials used for the house, or low plastered walls. Brick walls may incorporate low piers, with timber picket fencing between these. Other types and height of timber fences or walls are not sympathetic to the historic heritage values of the area. Low retaining walls, in plaster or smooth concrete (or a mix of these) are acceptable where needed; timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and narrow front berms should be retained/maintained as existing.

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 Avenue⁷⁹.

A L Seifert named to road eponymously in 1960⁸⁰ (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 60: Cropped 1961 aerial photo showing the first dwelling adjacent to Garnett Avenue (retrieved from www.retrolens.nz)

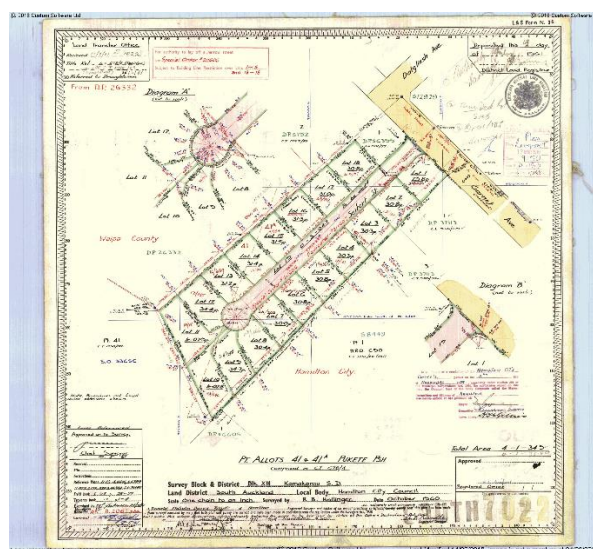


Figure 59: Approved survey plan, 1964 (retrieved from premise.co.nz)

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.

⁷⁹ All consulted survey plans show the spelling 'Garnet' rather than the current spelling 'Garnett'.

⁸⁰ Hamilton City Libraries

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 gabled and



Figure 61: Cropped 1971 aerial photo showing all lots developed (retrieved from www.retrolens.nz)

hipped roofs, with both concrete tiles and corrugated steel used. They have large picture windows with timber joinery.

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).

Overall the buildings are typical of pattern book type houses in the Early Post War Expansions (1950 to 1980) development period.

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).

Springfield Crescent HHA – Statement

Development Dates

- Two subdivisions were granted on the 13th February 1963 for the east and west ends of the street.
- Permits for buildings issued from September 1964 with further permits issued in 1969.

City Extension

- Located within the 7th Extension April 1959

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Springfield Crescent contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period and exhibits Moderate heritage significance as it is a relatively unaltered example of 1960s/development, which includes retained dwellings, which incorporate features of the 1960s plan book designs. 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. Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings. It was a subdivision by The District Public Trustee of Hamilton.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Discourage subdivision of existing sites, as the HHA currently 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.
- Dwellings should have L, T and shallow V plan shapes (overall building floorplan shape).
- Development should respect existing building setbacks, and buildings should remain generally parallel to the street, although recognising existing circumstances it is acceptable for some buildings to be positioned perpendicular or if they have a V plan shape they may be at a narrow angle to the street.
- Alterations or new buildings should utilise materials which match the original buildings on the site, generally red bricks, light brown/buff coloured bricks or split

face block. Blockwork (often painted) for ground floors areas on two storey buildings. Some areas of light weight cladding (such as shallow profile fibre cement sheet) between windows, in porch/verandah areas and close to the front door if this is a feature of the original building.

- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights. Front doors should include glazed panels alongside them.
- Roofs should be low pitched, with concrete tiles or corrugated steel with gables or hipped forms. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Garages should be within two storey dwellings or detached/freestanding to the rear of single storey dwellings. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Driveways should remain single width, except where a two storey dwelling has an integral double garage. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- All new buildings, including on rear sites, should incorporate the features listed.
- New accessory buildings of greater than 20m² should respect the design of the principal building and site as existing.
- Front boundaries should be open, without fences or gates. Low retaining walls, in brick or concrete block are acceptable where needed; timber retaining walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees and wide front berms should be retained/maintained as existing.

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.⁸¹

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.

⁸¹ *Hamilton City Libraries*

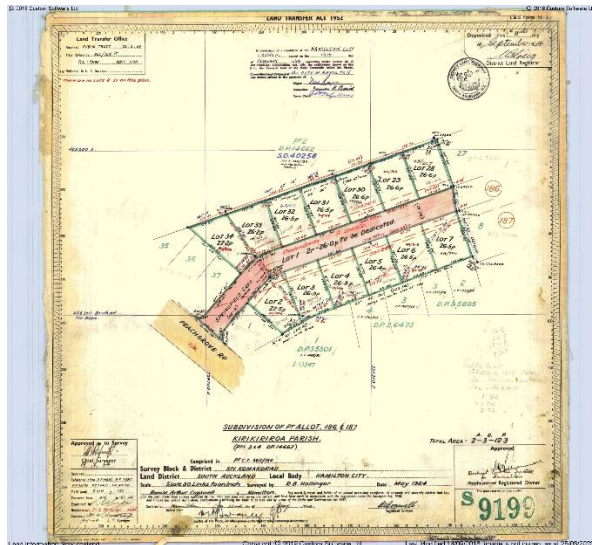


Figure 62: Original 1963 subdivision plan for west end of street (retrieved from premise.co.nz)

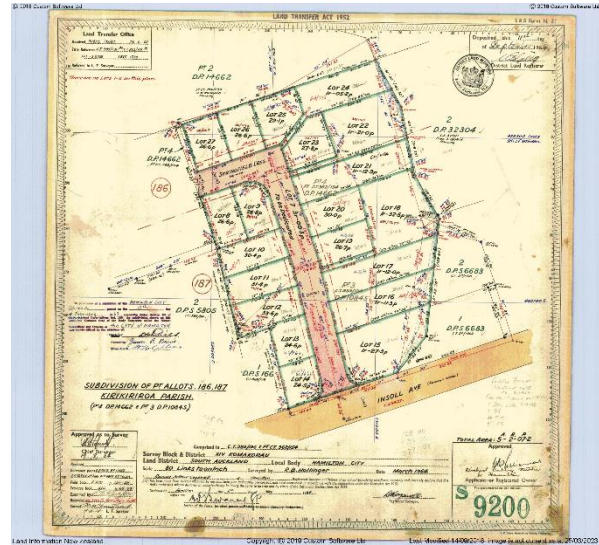


Figure 44: Original 1964 subdivision plan for east end of street (retrieved from premise.co.nz)

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)



Figure 6445: Prior to development in 1963 (retrieved from retrolens.nz)



Figure 6546: By 1967 the majority of lots had been developed (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.

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.

Sunnyhills Avenue HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	Moderate	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Sunnyhills Avenue contributes to a clear understanding and appreciation of the development expected in the Early Post War Expansions (1950 to 1980) development period, and exhibits Moderate heritage significance as it is a relatively unaltered example of 1970s development, which includes retained dwellings, which incorporate features typical of the period, including 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, below gabled roofs.

The curving alignment of the street and changing levels add interest and illustrates that developments of the era worked with the topography. 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 remained a gap between the existing development on Acacia Crescent/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 Road, 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.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of

the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from the formation of the street, with little further subdivision and development from its original construction.
- Two level dwellings should be split level, and be set into slopes rather than require significant engineering to create a level building platform.
- Development should respect existing building setbacks. Buildings should be placed perpendicular or parallel to the street.
- Dwellings should generally have T, L or shallow V shape plan forms (overall building floorplan shape).
- Alterations or new buildings should utilise materials which match the original buildings on the site, red or light brown/buff bricks or split block, with blockwork ground floors on two storey buildings and painted plaster plinths on single level buildings.
- Buildings should incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows should have timber frames with opening top lights, although white aluminium joinery which incorporates similar shapes/divisions is acceptable. Front doors should be recessed within inset porch areas.
- Roofs should be low pitched, with corrugated steel with gables or Dutch gable forms. Gable ends should be finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Garages should be integral within two storey dwellings or detached/freestanding to the rear of single storey dwellings. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Driveways should remain single width, except where a two storey dwelling has an integral double garage. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Front boundaries should be open, without fences or gates. Fences or walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is not encouraged.
- Existing front berms should not have street trees planted, as existing, but the trees within the central open space should be retained/maintained as existing.

Background

(Historic, Cultural and Archaeological Qualities)

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

The Sunnyhills Avenue area remained a gap between the existing development on Acacia Crescent/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 Road⁸², providing local facilities for existing and future residents. The availability of these in the immediate local area would have increased the desirability of the Sunnyhills Avenue land for development.

Consent for Sunnyhills Avenue was granted in 1969; the street was named by the owner of the property, Mr McLachlan who had relations who lived in Sunnyhills, Auckland and he liked the name.⁸³

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

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

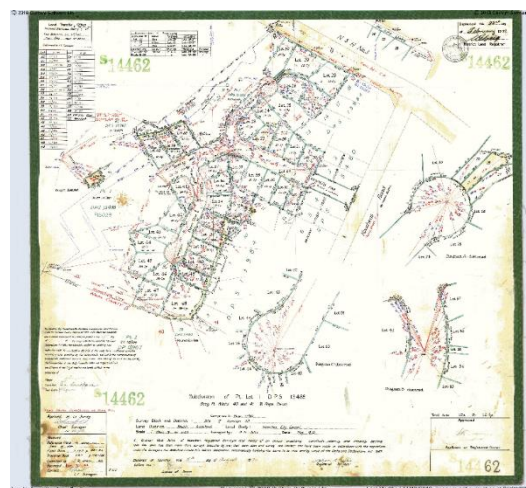


Figure 66: Subdivision plan for first section of the street, 1969 (retrieved from premise.co.nz)

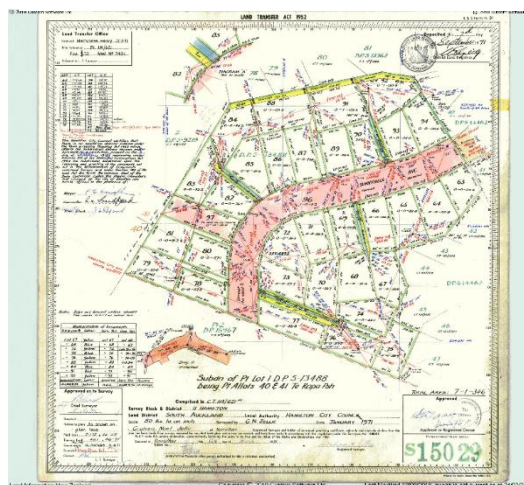


Figure 67: Subdivision plan for later stage (retrieved from premise.co.nz)

⁸² <https://teara.govt.nz/en/biographies/5a1/abel-erwin-leonard-guy>

⁸³ *Hamilton City Libraries*

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

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

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

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.



Figure 47: Aerial photo of the partly completed site, 1974 (retrieved from www.retrolens.nz)

Te Aroha Street (East) HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	High	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	None	
<i>Historic Qualities</i>	Outstanding	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Te Aroha Street (East) area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period; it exhibits Outstanding heritage significance.

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.

The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, supplemented by additional streets through subdivisions in the second decade of the 20th Century. The rectilinear grid street layouts are typical of the development period with no significant change since their original construction. 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 of examples of redevelopments). There are a range of architectural styles including villas, California Bungalows and more recent styles in Huntly Brick or plaster. Many of these buildings retain their integrity, with the retention of timber joinery/windows and architectural detail.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings in the area, which include Villa, California and English Bungalow styles:
 - It is important that the integrity of these styles remain when viewed from the street.
 - Any alterations and extensions should respect the design of the principal building and site as existing.
 - New accessory buildings of greater than 20m² should respect the design of the principal building and site as existing.
 - Mainly painted horizontal timber weatherboard, with chimneys in brick or painted roughcast plaster. Whilst there are some buildings with red brick, light brown/buff brick, split block and plaster elevations in the area, these are not a dominant feature; this should therefore not be replicated.
 - Roofs coverings should be corrugated steel, with gables or hipped forms, to match the dominant roofing materials in the area.
 - Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width. Large areas of parking should be not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages should be detached and located to the rear of dwellings, with single doors, so that they do not become a dominant feature in the street.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should have low timber picket fences or very low concrete/plaster walls. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.
- Planting within front yards is appropriate, particularly hedges along front boundaries. Care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

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 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.

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

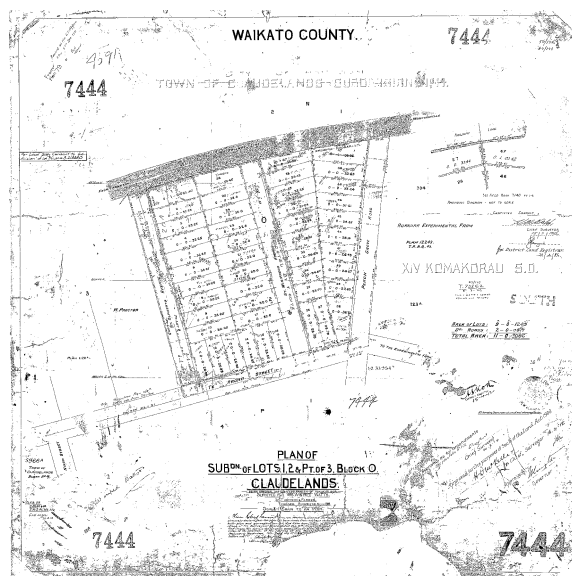


Figure 68: 1911 Survey of St Winifreds Street for Winifred Watts (retrieved from [premise.co.nz](#))

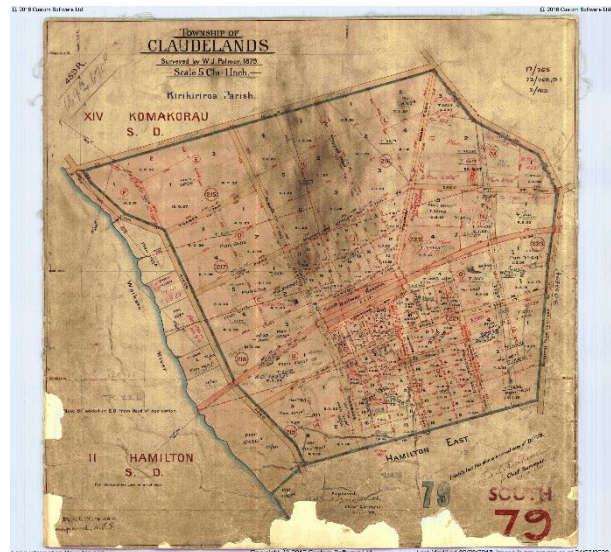


Figure 69: Claude's 1879 Town of Claudelands (retrieved from [premise.co.nz](#))



Figure 48: 1916 Survey plan of Bains Avenue for D R Bain (retrieved from [premise.co.nz](#))

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 71: 1943 cropped aerial photograph of the area (retrieved from www.retrolens.nz)

Temple View HHA - Statement

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

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	High	Local
<i>Architectural Qualities</i>	Outstanding	National
<i>Cultural Qualities</i>	Outstanding	National
<i>Historic Qualities</i>	Outstanding	National
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	Moderate	National

Whilst located outside of the city when originally developed, the Temple View area contributes to a clear understanding and appreciation of a historically and culturally significant development which played an important role in Hamilton's Early Post War Expansions (1950 to 1980) development period. Whilst the area has undergone significant change during the past decade, the alterations made have been sympathetic to the area as originally designed, it exhibits Outstanding heritage significance.

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 buildings all represent styles which are associated with the Church of Jesus Christ of Latter-day Saints. 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 temple was the first Church of Jesus Christ of Latter-day Saints temple to be constructed in the southern hemisphere and has a direct association with George R. Biesinger, the general supervisor of Church building in the South Pacific. The blocks for the older buildings were manufactured on site, with an increasing degree of mechanisation over time.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- The primacy of the Temple as the most dominant feature of the site should be respected and key viewpoints of the Temple from within and outside of the site should not be interrupted.
- The remaining original buildings should be retained.
- All new buildings and other structures should utilise materials and finishes which reflect those used for the remaining original buildings and which ensure that all the buildings on the site are viewed as a suite of related buildings.

Background⁸⁴

(Historic, Cultural and Archaeological Qualities)

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.

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.



Figure 72: 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>)



Figure 49: Workers during construction 1957

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

⁸⁴ Informed by <https://nzhistory.govt.nz/mormon-temple-opens-in-hamilton>

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.

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, particularly during the Early Post War Expansions (1950 to 1980) development period when the Temple, School and associated buildings were originally constructed.



Figure 50: Temple View campus and the residential area to the west of Tuhikaramea Road in 1979

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 illustrates an important element of Hamilton's Early Post War Expansions (1950 to 1980) development period.

Victoria Street HHA - Statement

Development Dates

- European development from around 1864

City Extension

- Within the original Hamilton West Highway District, and consequently within the original Borough

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Outstanding	Local
<i>Architectural Qualities</i>	Outstanding	Regional
<i>Cultural Qualities</i>	High	Regional
<i>Historic Qualities</i>	Outstanding	Regional
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

The Victoria Street area contributes to a clear understanding and appreciation of the development expected in the Pioneer development period and exhibits Outstanding heritage significance as one of the first areas settled by Māori and later by European settlers, with it being easily accessible to the Waikato River. Victoria Street and Hood Street are one of the first established areas of the city.

The original 'super block' subdivision pattern is still apparent and retains its integrity, with subsequent subdivisions not harming the overall integrity of the Pioneer period urban morphology. 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. A number of the buildings are included on the Heritage New Zealand Pouhere Taonga List.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Buildings should be two storey or taller.
- In Victoria Street and on the north side of Hood Street buildings should be built to the back edge of the footpath.
- On the south side of Hood Street, buildings should respect the existing setback on each site.
- Buildings should utilise painted plaster and brick elevations.

- Developments which span more than one existing street fronting lot should be designed to present a differently designed frontage to the street for the width of each existing lot.
- Ground floor street frontages should be divided into a series of narrow shop fronts, which comply with the broad principles and traditional shop front design, to provide interest to passersby.

Background

(Historic, Cultural and Archaeological Qualities)

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

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

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

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

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

The business area was initially located on Grantham Street close to the wharf, which was a key junction for the movement of people and goods into and out of the area. Improved road links to Auckland and the wider area led to a decreased dependency on river transport, and the commercial centre gradually moved from Grantham Street to Victoria Street. In 1865 the



Figure 7551: Hamilton West – drawn 1895

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 superblocks which are a key feature of the development period.

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



*Figure 7652: Victoria Street in early 1900's
looking south from near St Peter's
Cathedral (HCL_02820)*

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.

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,



Figure 77: Retrolens 1948

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 Edwardian and during and after inter-war growth (1890 to 1949) development period.

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.

Wilson Street and Pinfold Avenue HHA - Statement

Development Dates

- 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.
- 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.
- Pinfold Avenue and Watts Crescent – most houses developed by 1948.

City Extension

- The area was within the Original Borough

Summary of Values

Heritage Criteria	Significance	Context
<i>Archaeological Qualities</i>	Low	Local
<i>Architectural Qualities</i>	High	Local
<i>Cultural Qualities</i>	Low	Local
<i>Historic Qualities</i>	Moderate	Local
<i>Scientific Qualities</i>	None	
<i>Technological Qualities</i>	None	

Wilson Street contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, whereas Pinfold Avenue and Watts Crescent illustrate the post war period where new ideas regarding planning and layout of towns were emerging (moving into the Early Post War Expansions (1950 to 1980) development period). Together the streets demonstrate High heritage significance.

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).

The rectilinear Wilson Street is a clear example of the street layout and form expected in the 1920s, whereas the curvilinear form of Pinfold Avenue steps away from this. Wilson Street includes buildings in the California and English Bungalow styles, as well as State House styles, whereas Pinfold Avenue and Watts Crescent include only state houses. All maintain their integrity as good examples of their period. There are some important duplex state houses in Pinfold Avenue, which make a particularly important contribution to the area. The area is also significant in that it 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 was created through the far earlier Wilson Street subdivision.

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- Where an existing dwelling displays the features below, any alterations and extensions should respect the features. Where an existing principal building does not exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.
- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from the original development of the area, with little further subdivision and development from its establishment.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings on the site;
 - o Early state house, English Cottage and English and California bungalow styles. It is important that the integrity of these styles remain when viewed from the street.
 - o Painted horizontal timber weatherboard with some buildings and chimneys in red bricks or painted plaster.
 - o Roofs coverings should be brown or terracotta colour clay tiles or corrugated steel (with gables or hipped forms).
 - o Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain narrow, single or 1.5 vehicle width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages.
- Garages should generally be detached and to the rear of dwellings, with single doors. They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries in Wilson Street should have low timber picket fences; fences or walls taller than this are not sympathetic to the historic heritage values of the area. In Pinfold Avenue and Watts Crescent frontages should be open; fences or walls are not sympathetic to the historic heritage values of the area.
- Planting within front yards is acceptable but care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

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.

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.

The area 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.

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 culs-de-sac into the area, reflecting the Early Post War Expansions (1950 to 1980) development period.

Buildings and Streetscape Elements

(Architectural, Scientific and Technical Qualities)

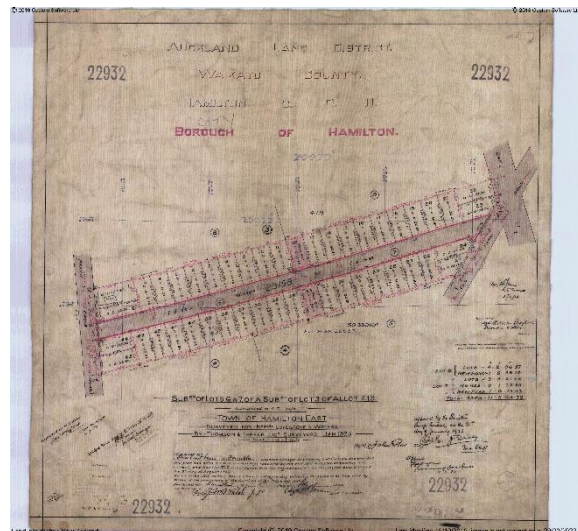


Figure 78: 1923 subdivision plan for Wilson Street (retrieved from premise.co.nz)

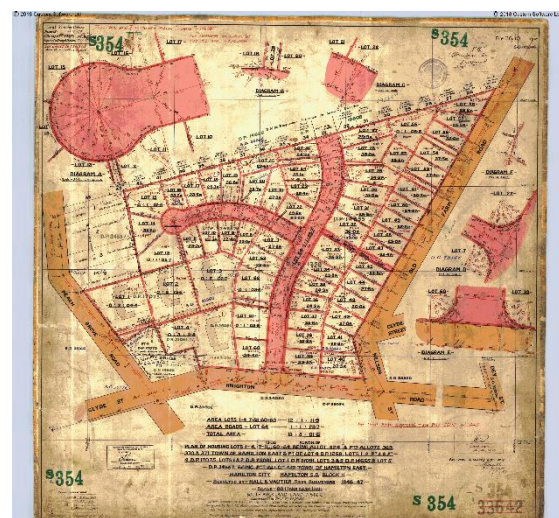


Figure 79: 1950 subdivision plan for Pinfold Avenue and Watts Crescent (retrieved from premise.co.nz)

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

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

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

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



Figure 80: Cropped 1938 aerial photo showing the formed Wilson Street (retrieved from www.retrolens.nz)



Figure 81: Cropped 1948 aerial photo showing development in Pinfold Avenue/Watts Crescent, as well as additional dwellings in Wilson Street (retrieved from www.retrolens.nz)