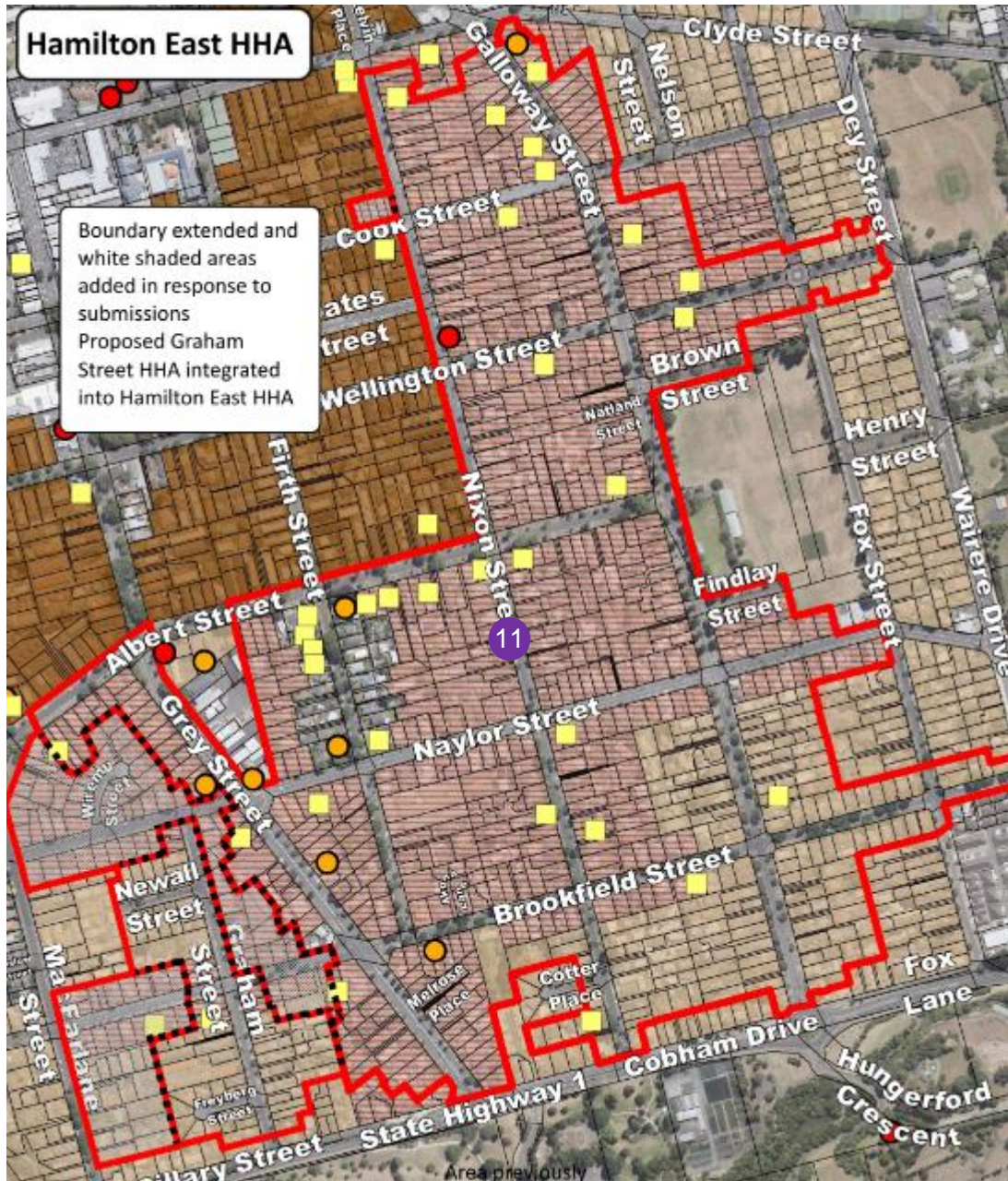


Hamilton East HHA – Full Statement



Development Dates

- European development from around 1864

City Extension

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

Background

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 Paretatau.

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 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.



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

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:
- 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.
- 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

Heritage Assessment Criteria:

a. Historic Qualities

The place or area is directly associated with, or has a direct relationship to, an important person, group, institution, event or activity, or reflects important aspects of local, regional or national history, including development and settlement patterns, transportation routes and social or economic trends.

The area has direct association with early European settlers.

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. As such the area has significant cultural significance.

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; until the amalgamation of the Highway Boards in 1877, Hamilton East had its own identity and governance. As such it is an important focus of the political history of Hamilton.

The place has **outstanding regional** historic qualities.

b. Physical/Aesthetic/Architectural Qualities

The place or area is a notable or representative example of:

- (i) A significant development period or activity; and/or*
- (ii) Distinctive or special attributes of an aesthetic or functional nature; and/or*
- (iii) The work of a notable architect, designer, engineer or builder.*

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, across development periods which are significant to the City. Significant periods of growth in the area include:

- 1870s from when Prime Minister Julius Vogel plan was to borrow heavily to build infrastructure (railways, ports and telegraphs) and to lure migrants. Whilst this was controversial, and ended in a recession, the money and migrants stimulated the economy and created a viable consumer market for producers. 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.
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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).

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.

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.

The buildings are typical of their period and so do not use unique or uncommon building materials, or demonstrate an innovative method of construction, or are an early example of the use of a particular building technique.

The buildings are of interest in so much as they are typical buildings of their period, rather than being designed by a particular known practitioner.

The place has **outstanding regional** physical/aesthetic/architectural qualities.

c. Context Qualities

The place or area is an important landmark or feature or contributes to or is associated with a wider historical theme, traditional, or cultural context, or physical setting.

The place has **unassessed** context qualities.

d. Technological Qualities

The place or area shows a high degree of creative or technical achievement at a particular time, is directly associated with scientific or technical innovations or achievements, or is associated with scientific “break-through”. The place uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.

The place has **no known** technological qualities.

e. Archaeological Qualities

The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods, or to provide evidence to address archaeological research questions. For example, but not limited to: The place or area is registered by Heritage New Zealand for its archaeological values, or

is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an 'archaeological site' as defined by the Heritage New Zealand Pouhere Taonga Act 2014.

The area was one of the first areas in present Hamilton settled by Māori and later by European settlers (with the current road pattern laid out in the 1860s), with it being easily accessible to the Waikato River.

It is likely that the area could provide evidence to address archaeological research questions.

There are identified archaeological places within close proximity to the area.

A number of buildings in the area are included on the New Zealand Heritage List Rārangī Kōrero.

The place has **outstanding regional** archaeological qualities.

f. Cultural Qualities

The place or area is important or significant:

(i) As a focus of cultural sentiment; and/or

(ii) As a context for community identity or sense of place, and provides evidence of social, cultural or historical continuity; and/or

(iii) For having symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The place or area has a high degree of interpretative potential to increase understanding of past lifestyles or events.

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. As such the area has significant cultural significance.

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; until the amalgamation of the Highway Boards in 1877, Hamilton East had its own identity and governance. As such it is an important focus of the political history of Hamilton.

The continued occupation of the area, and its evolution to meet changing needs, ensures that it makes a significant contribution to the sense of place of Hamilton and provides evidence of cultural and historical continuity.

The area provides the opportunity to increase understanding of past lifestyles and events.

The place has **high local** cultural qualities.

g. Scientific Qualities

The potential for the place or area to contribute scientific information about how the natural environment has influenced, events, phases or activities related to development.

The place has **no known** scientific qualities.

Summary Table of Heritage Values

The place is considered to have heritage significance in relation to the following criteria:

Heritage Criteria	Significance	Context
a) Historic Qualities	Outstanding	Regional
b) Physical/Aesthetic/ Architectural Qualities	Outstanding	Regional
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Outstanding	Regional
f) Cultural Qualities	High	Local
g) Scientific Qualities	None	

Statement of Significance

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.

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Hamilton East is one of the first established suburbs in the city. It was laid out as a grid road development in the 1860s. Whilst these blocks have been further subdivided since they were originally established, they remain the key feature of the urban morphology of the area.

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.

Overall, the 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. 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.