

**BEFORE THE HEARING PANEL**

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of Plan Change 9 – Heritage and Natural Environments –  
Built Heritage

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**STATEMENT OF EVIDENCE OF LAURA JANE GALT**

**(PLANNING – HISTORIC HERITAGE AREAS)**

**Dated 3 July 2024**

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## INTRODUCTION

1. My full name is Laura Jane Galt.
2. I have prepared this evidence addressing planning matters on the Historic Heritage Area (**HHA**) topic on behalf of Hamilton City Council (**HCC**) as proponent of Plan Change 9 (**PC9**).
3. I presented planning evidence on behalf of HCC for PC9 in relation to the Notable Trees, Significant Natural Areas and Built Heritage topics. My qualifications and experience are as set out in my primary statements of evidence presented in Hearings 1 and 2 in relation to these topics.<sup>1</sup>
4. I became involved in the HHA topic in April 2024. I have reviewed all of the notified PC9 documents related to the HHA topic.
5. I note that HCC has not provided any new expert heritage evidence in relation to HHAs as part of Session 3 of PC9. HCC relies on the expert heritage evidence previously filed on behalf of HCC on the HHA topic, being:

### Session 1:

- a) Statement of evidence of Richard Knott dated 14 April 2023 (**primary evidence**);
- b) Statement of rebuttal evidence of Richard Knott dated 12 May 2023;
- c) Statement of evidence of Robin Miller dated 14 April 2023;
- d) Statement of rebuttal evidence of Robin Miller dated 12 May 2023;
- e) Statement of evidence of Kai Gu dated 14 April 2023;
- f) Statement of rebuttal evidence of Kai Gu dated 12 May 2023;

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<sup>1</sup> Statement of evidence of Laura Galt (Planning – Notable Trees) dated 14 April 2023, Statement of evidence of Laura Galt (Planning – Significant Natural Areas) dated 14 April 2023, Statement of evidence of Laura Galt (Planning – Built Heritage) dated 1 September 2023.

- g) Supplementary statement of evidence of Richard Knott dated 11 July 2023;

**Session 2:**

- h) Supplementary statement of evidence of Richard Knott dated 22 September 2023; and
- i) Supplementary statement of evidence of Richard Knott dated 27 October 2023.

- 6. In preparing this evidence, I have primarily relied on the evidence filed on behalf of HCC referred to in paragraph 5 above, and the s 42A reports prepared by Va Mauala.

**CODE OF CONDUCT**

- 7. I am familiar with the Code of Conduct for Expert Witnesses (Environment Court Practice Note 2023) and although I note this is a Council hearing, I agree to comply with this code. The evidence I will present is within my area of expertise, except where I state that I am relying on information provided by another party. I have not knowingly omitted facts or information that might alter or detract from opinions I express.

**SCOPE OF EVIDENCE**

- 8. The purpose of this evidence is to:
  - a) Confirm HCC's position in respect of the 20 HHAs it is pursuing;
  - b) Respond to the matters raised in the recent memoranda filed by:
    - i. Kainga Ora – Homes and Communities (**Kainga Ora**) dated 24 May 2024;

- ii. Waikato Heritage Group (**WHG**) dated 24 May 2024;
  - iii. Niall Baker; and
  - iv. Jean Dorrell and David Whyte dated 15 May 2024; and
- c) Comment on minor amendments that I propose to the HHA plan provisions.

## EXECUTIVE SUMMARY

9. On 8 February 2024, the Hearing Panel released Decision #2 of PC9 which removed the notified HHAs that HCC had confirmed it no longer pursued for scheduling in Schedule 8D. In addition to those HHAs identified in Decision #2, there are four further HHAs, Oxford Street (West), Anglesea Street, Marama Street and Jamieson Street HHAs which are not pursued. These HHAs were included in the notified version of PC9, but as confirmed in Mr Knott's primary evidence presented in Hearing 1, HCC no longer pursues them. However, they were omitted from the list of HHAs not being pursued in PC9 Decision #2.
10. HCC continues to pursue the remaining 20 HHAs that were notified under PC9.
11. On 3 May 2024, HCC circulated updated plan provisions in relation to the HHA Topic.
12. Feedback on the updated plan provisions was subsequently provided by Kainga Ora and WHG. In response to their feedback, I have proposed additional amendments to the Plan provisions which I have described in further detail in my evidence and in **Attachment 1**.



13. I have made drafting improvements to each of the HHA Statements to ensure a consistent template approach and also edits in response to the memorandum filed by Jean Dorrell and David Whyte.
14. I have made additional minor amendments to the Plan provisions to correct minor typographical and grammatical errors or to otherwise improve clarity. I have also amended the HHA Statements to include clearer maps, to correct minor typographical and grammatical errors or to otherwise improve clarity and referencing.
15. HCC has not provided any further expert heritage evidence in relation to the HHA Topic and relies on the evidence provided to date by Mr Knott, Mr Gu and Mr Miller.

#### **BACKGROUND**

16. On 8 February 2024, the Hearing Panel released Decision #2 of PC9 which removed the notified HHAs that HCC had confirmed it no longer pursued for scheduling in Schedule 8D. In reliance on the expert heritage evidence provided by Mr Knott, Mr Gu and Mr Miller (as set out in paragraph 5 above), HCC continues to pursue the following 20 HHAs that were notified under PC9:
  - a) Acacia Crescent;
  - b) Ashbury Avenue;
  - c) Cattnach Street;
  - d) Chamberlain Place;
  - e) Claudelands Commercial;

- f) Claudelands;
  - g) Fairfield Road;
  - h) Frankton Commerce Street;
  - i) Frankton East;
  - j) Frankton Railway Village;
  - k) Hamilton East;
  - l) Hayes Paddock;
  - m) Matai Street, Hinau Street and Rata Street;
  - n) Myrtle Street and Te Aroha (West) Street;
  - o) Riro Street;
  - p) Sare Crescent;
  - q) Te Aroha Street (East);
  - r) Temple View;
  - s) Victoria Street; and
  - t) Wilson Street and Pinfold Avenue.
17. HCC is not pursuing the Oxford Street (West), Anglesea Street, Marama Street and Jamieson Street HHAs. These HHAs were included in the notified version of PC9, but as confirmed in Mr Knott's primary evidence,

HCC no longer pursues them. However, they were not included on the list of HHAs not being pursued in PC9 Decision #2. I comment on this further below.

## **SUBMITTER MEMORANDA**

18. On 3 May 2024, HCC circulated updated plan provisions in relation to the HHA Topic.
19. Feedback on the updated plan provisions was subsequently provided by Kainga Ora and WHG. I respond to the comments provided below.

### **Kainga Ora**

#### *Heritage Impact Assessments*

20. Kainga Ora opposes Policy 19.2.4e and the associated Information Requirement 1.2.2.8 which requires all resource consent applications within an HHA to include a Heritage Impact Assessment (**HIA**). This is on the basis that, where the scale and significance of the effects are minor, the requirement places a disproportionate cost on landowners. Further, a consent authority is able to require an applicant to provide such information under clause 2(3)(c) of Schedule 4 to the RMA. In the alternative, Kainga Ora suggests that the Policy can be deleted and Information Requirement 1.2.2.8 be amended to tie the need for an HIA to the nature and extent of the proposed works and the scale and significance of the effects of the activity.
21. The establishment of HHAs across the City recognises their high or outstanding heritage significance that require protection under the District Plan in accordance with s 6 of the RMA. Accordingly, I consider it appropriate for the District Plan to direct that every resource consent

application for an activity in relation to an HHA include an assessment of the effects on the heritage values of that HHA.

22. I disagree that an HIA should only be required to be provided where the scale and significance of the effects of the proposal meet a certain threshold. If that suggestion was adopted, an assessment of the scale and significance of the effects of any proposal would be required to be undertaken in each case in any event to establish whether the 'scale and significance' threshold justifying an HIA is met. In other words, an assessment would be required of whether an assessment is required.
23. In terms of concerns about cost, as discussed in the hearing, the HIA may be prepared by a qualified planner. I note that Information Requirement 1.2.2.8.e only requires that it be prepared by "a suitably qualified expert".
24. Further, Information Requirement 1.2.2.8.c already specifies that the level of detail to be included in a HIA is to be commensurate with the scale, nature and potential adverse effects of the proposal. Accordingly, if the scale and significance of the effects of a proposal are minor, only a few paragraphs setting out a planner's evaluation of those effects may be necessary. However, I agree that 1.2.2.8. could be improved to make that intention clearer. I propose the following amendments which are included in **Attachment 1**:

c. The content and detail of the HIA must correspond with the ~~scale, nature and of the proposed activity and the scale and significance of the potential adverse effects of the proposal on the heritage values of the HHA.~~ The HIA must clearly demonstrate that the proposed development is unlikely to have any significant adverse effects on the heritage values of the area.

...

e. The HIA must be prepared by a suitably qualified expert which, depending on the nature of the proposal and the scale and significance of the potential adverse effects, may be a qualified planner or a qualified heritage expert.

### *Assessment Criteria*

25. Kainga Ora has provided feedback in relation to the HHA Assessment Criteria. My response to each issue raised is provided below.
- a) Issue one – referencing error: This is not a referencing error. Under the Built Heritage Topic, I have proposed that Criterion E7 be deleted. Accordingly, when the provisions for the two topics are merged, the HHA Assessment Criteria will be E8-E12.
  - b) Issue two – wording of chapeau in E9-E13: I agree that the wording of the chapeau could be improved for clarity. My proposed amendments are included in **Attachment 1**.
  - c) Issue three – formatting of the HHA criteria: I agree that drafting improvements can be made to provide greater clarity as to the relationship between the chapeau of the criteria and the sub-paragraphs. Accordingly, I have amended the HHA criteria in **Attachment 1** to better link the sub-paragraphs to the chapeau.
  - d) Issue four – new criterion: I support Kainga Ora’s proposed new criterion in paragraph 10 which I have included in **Attachment 1**.
  - e) Issue five – Criterion E10(c): I disagree that Criterion E10(c) should be deleted. The criterion was included to address the adverse effects of a site being left vacant on the heritage values of an HHA. The existence of a consent or contract for demolition or relocation are examples of evidence that may be produced to establish the likely duration of vacancy. However, I consider that the criterion should be amended to make it clear that the matter of interest when assessing an application for consent for demolition or relocation is the length of time that the site will be vacant. I

propose the following wording which I have included in **Attachment 1:**

E10 The ~~extent~~ effect the demolition or relocation of the building will have on the heritage values of the HHA taking into account:

...

- c. ~~Whether there is a consent in place for the replacement of any already demolished dwelling or commercial building proposed to be demolished and whether a contract is let for this~~ Whether the duration of the site vacancy is known, and if so, its duration;

- f) Issue six – Criterion E13(c): I disagree that Criterion E13(c) should be deleted on the basis that it is more reflective of a special character area. I understand that where hard surfacing and landscaping are a consistent feature within an HHA that is typical of a particular development period, these represent historic heritage values that warrant protection. An example of this is single width driveways comprised of two parallel strips of concrete in the Hayes Paddock HHA.

## **Waikato Heritage Group**

### *Proposed amendments to provisions*

- 26. WHG seeks amendments to the HHA provisions which are set out in Appendix 1 to its memorandum. My response to each amendment is included in the table appended to my evidence as **Attachment 2**.

## **FURTHER MATTERS RAISED BY SUBMITTERS**

### **Niall Baker**

- 27. On 17 May 2024, Niall Baker filed a memorandum seeking to file further evidence in relation to the proposal to include Fairview Downs as an HHA. I rely on Mr Knott's expert heritage assessment of the proposal to establish Fairview Downs as an HHA. After completing a WRPS APP7 assessment of

Fairview Downs, Mr Knott concluded that Fairview Downs had ‘low’ heritage significance and therefore did not meet the threshold for scheduling.<sup>2</sup>

### **Jean Dorrell and David Whyte**

28. I have read the memorandum of Jean Dorrell and David Whyte dated 15 May 2024 which critiques parts of some of the HHA Statements. I have conferred with Mr Knott in respect of these matters and respond to the various points raised below.

- a) Acacia Crescent – historic heritage qualities: The Acacia Crescent HHA assessment against the Historic Qualities criterion concludes that the overall form of the street and development periods are typical of the Early Post War Expansions (1950 to 1980) development period. These are historic heritage values not special character values (which relate to the general amenity of the street rather than its historic values). No change to the Statement is recommended.
- b) Cattanach Street – incorrect references to Reverend Cattanach being the Chair of the DV Bryant Trust: The information about Reverend Cattanach was originally provided by the Hamilton City Library. A review of the source material from the Library confirms that the Reverend was both Chair of the Mary Bryant Trust and a Trustee of the DV Bryant Trust.<sup>3</sup> Minor corrections to the Cattanach Street HHA Statement have been made to reflect that distinction.
- c) Frankton East – Ellis and Burnand houses: It is clear from the HHA Statement that the houses in the area are typical and a number remain unaltered which contributes to the high heritage significance

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<sup>2</sup> Supplementary Statement of Evidence of Richard Knott dated 22 September 2024, para 52.

<sup>3</sup> Rosalind McClean, *A Stockman's Gift, Daniel Vickery Bryant and the Bryant Charitable Trusts – A Legacy for Waikato*, First Published 2007.

of the area. This 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. As recorded in the HHA Statement, the houses *incorporate features* from Ellis and Burnand including joinery (and the likely prefabrication of parts). I have amended the HHA Statement to make that clear.

- d) Sare Crescent – ex-serviceman houses: The scoring of the Sare Crescent HHA took into account that houses were being built for returning ex-servicemen. However, I have made the following amendment to the Sare Crescent HHA Statement:

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

- e) Wilson Street and Pinfold Street – Pinfold duplexes: It is clear from the Wilson Street and Pinfold Street HHA Statement that the fact that many of the houses are typical contributes to the high heritage significance of the area, providing 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 (Wilson Street), and illustrating the post-war period where new ideas regarding planning and layout of towns were emerging (moving into the Early Post War Expansion (1950 to 1980) development period (Pinfold Avenue and Watts Crescent). No change to the Statement is recommended.

29. The amended HHA Statements are included in **Attachment 3**.



## UPDATES TO PLAN PROVISIONS

30. In addition to the amendments that I have referred to above, I have made minor amendments to the PC9 provisions to correct typographical and grammatical errors or improve certainty. These are shown in **Attachment 1**.
31. In addition to the amendments in **Attachment 1**, there is a correction to be made to the zoning maps to reflect that HCC is not pursuing the Oxford Street (West), Anglesea Street, Marama Street and Jamieson Street HHAs. These HHAs were included in the notified version of PC9, but as confirmed in Mr Knott's primary evidence<sup>4</sup>, HCC no longer pursues them. However, they were omitted from the list of HHAs not being pursued in PC9 Decision #2. Accordingly, the Oxford Street (West), Anglesea Street, Marama Street and Jamieson Avenue HHAs are removed from Schedule 8A in **Attachment 1** and consequential amendments are required to remove them from the relevant zoning maps.
32. I have also proposed a new rule in the Activity Status Table to address the issue that some submitters have raised regarding buildings within HHAs that are subject to a certificate of compliance for demolition. The detailed explanation of the reasons for the rule are provided in my supplementary statement of evidence on the Built Heritage Topic and are not repeated here. There is one material difference however which is that demolition of a building within an HHA will not automatically cause the HHA to be removed from the schedule. This is due to the fact that despite the demolition, there will be heritage values within the HHA which remain intact.
33. I have also made drafting improvements to the HHA Statements in **Attachment 3** including to the maps and to correct typographical and

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<sup>4</sup> Paragraphs 56-57.

grammatical errors. I have created a consistent template which each statement now follows. These edits do not affect the substance of the HHA statements prepared by Mr Knott, and simply improve clarity and consistence across the statements.

**Laura Jane Galt**

**3 July 2024**

## **ATTACHMENT 1**

A full set of the recommended amendments to the PC9 provisions is available on HCC's external PC9 web page under the 'Provisions' tab:

<https://hamilton.govt.nz/property-rates-and-building/district-plan/plan-changes/plan-change-9/>

## **ATTACHMENT 2**

Clause/ Provision Reference	Support/ Oppose	Comment	WHG Amendment Request	HCC Response
19.1. j	Support in part	Amend to include coming of the railway, to Frankton, to be historically accurate.	Hamilton's historic urban areas contribute to the City's unique identity, to its economy and to the wellbeing of its residents. Hamilton's development and evolution has been unique and had been shaped by the significance of the River, the laying out of the early grid road systems on the high ground to the east and west, the coming of the railway, <u>to Frankton</u> , and its extension over the River and eastwards, and the road links to Auckland and the wider Waikato.	I do not agree with this amendment. While the railway did reach Frankton first, the East Coast Trunk line was established soon after. It is the arrival of the railway and not where it got to first by virtue of location.
19.1	Support in part	<p>As an introduction to HHA this section has limited content in the revised version to set the foundation for what HHA are.</p> <p>It also does not include reference to the existing HNZ HHA.</p> <p>A reference note should be included that for the Frankton Railway Village HHA requires consultation with Heritage New Zealand</p>	<p>Insert the following:</p> <p><u>The purpose of HHA is to identify and protect the heritage values and integrity and authenticity of known and recently recognized areas.</u></p> <p><u>The HHA include the long-established Frankton Railway Settlement Historic Heritage Area (Heritage New Zealand) and established special character areas.</u></p> <p><u>The HHA include local, regional, and nationally recognized areas.</u></p> <p><u>Reference note:</u> <u>With the Frankton Railway HHA consultation with Heritage New Zealand</u></p>	<p>The approach to the HHAs was simply identification. There was no further categorisation into local, regional and nationally recognised areas and to include such wording in the purpose is therefore unnecessary.</p> <p>It is also unnecessary to specifically include Frankton Railway Village HHA and reference to consultation with HNZPT within the purpose statement. I do consider that this is required, but it is more appropriately addressed in Schedule 8D (as per HNZPT submission) which aligns with the approach taken for Built Heritage.</p>

			<u>is recommended as it is an identified heritage area under the HNZPT Act.</u>	
19.1.k	Support in part	<p>Redevelopment and intensification is already occurring in existing areas of high and outstanding value.</p> <p>Active stewardship is important to retain heritage values and maintain economic viability, but this is open to interpretation and should focus on identification and protection and align with HH objectives.</p>	<p>Redevelopment and intensification <u>are already occurring</u> in existing <u>historic heritage</u> residential and business areas and has the potential to result in the loss of heritage values. Active <u>identification and protection stewardship</u> is needed to <u>protect sustain</u> these areas from inappropriate subdivision, use, and development.</p>	The redrafting of 19.1 k. is also unnecessary.
19.2.4 (All Historic Heritage) Objective	Support in part	<p>The heritage values of a historic heritage and HH areas should be identified and protected. An important component is to identify. It is importance to identify the heritage and have an associated rule framework.</p> <p>'Identify' is mentioned in the Note but has been removed from the objective. It is a two step - both terms are equally needed in the objective for HH and to align with general HH principles.</p> <p>The amendments do not reflect the explanatory text which reads "All the areas which have been <b>identified</b> as HHAs have particular heritage values" [emphasis added]</p>	<p>The heritage values of a historic heritage area <u>are identified</u> and protected.</p>	<p>I recommended the removal of 'are identified' as this is covered in the overarching objective 19.2.1 and it was considered unnecessary to repeat.</p> <p>Furthermore, the explanation note is simply referencing that areas have been identified for their <b>heritage values</b> not how they were identified or the requirement to identify HHAs. This objective and associated policies do not speak to the identification of the areas but to the activities within the identified areas. The identification of the areas is addressed in Objective 19.2.1 and the policies.</p>

19.2.4.b	Oppose	<p>Objective is to identify and protect. Yet words are reversed to focus on ‘enabling’, which is not a heritage principle.</p> <p>It is at variance to the focus on ‘identify and protects’ the place/item/area. Seek removal of :19.2.4b as proposed.</p> <p>Rules should be aligned for HH and take an integrated approach with authenticity and integrity valued. There are no rules considering either.</p> <p>A focus on enabling development is odds with the intent of the RMA for historic heritage (and therefore HHA) of being retained and protected from inappropriate use, subdivision, and development.</p>	<p>Remove existing clause and replace with: <u>Historic heritage within HHAs is retained and protected from inappropriate use, subdivision, and development.</u></p> <p>Add the addition below:</p> <p><u>Any approach to works to enable works to historic heritage (includes maintenance and repair, alterations and additions, relocation etc) should: Increase resilience through seismic strengthening, either in isolation or as part of additions and alterations. Support the ongoing functionality of a building or place by providing an appropriate and sustainable use. Are undertaken in accordance with recognized conservation principles and methods. Increase accessibility and support means of escape from fire. Provide the opportunity to appropriately promote, enhance, recover, or reveal heritage values.</u></p> <p>And ensure the above is aligned into the associated assessment criteria.</p>	<p>The identification and protection from inappropriate use is addressed in objectives and policies for all heritage in 19.2.1 and it is unnecessary to repeat again.</p> <p>The policy direction is enabling on purpose but with the proviso that it won’t result in adverse effects on the HHA. I do not agree with any of the suggested amendments to Policy 19.2.4 b.</p>
19.2.4.c	Oppose in part	<p>‘Design’ is not identified as important part or element. The element should be included as distinctive from ‘form and scale’ with associated guidance.</p>	<p>Replace clause with the following: <u>Any development within a HHA shall ensure that it protects the heritage values of the HHA including: Respects any heritage valued neighborhood patterns and identified</u></p>	<p>As a package, these matters that are raised by WHG are addressed in other parts of the DP, such as the Assessment Criteria and the HHA Statements.</p> <p>Setting and surround while not specifically mentioned are embedded in the idea of the</p>

		<p>Example- Railway Village and Hayes Paddock has an important pattern with rigid set back with Frankton Railway village. Particularly important with mass standard housing where facade and form alignment within site and as part of HHA is part of heritage values.</p> <p>‘Setting and surrounds’ not included in the rule but are part of the elements and integrity of place. Heritage values of landscape and the spaces between should have their heritage values protected.</p> <p>Setting and surrounds are an integral part of a HHA, as per submissions. To assist with identifying and protecting the landscape and built form patterns of the HHA. Identification and protection are required and should be within the scope of identified elements and qualities.</p>	<p><u>landscape design and architectural style or design/s and is in an integrated approach.</u></p> <p><u>Does not detract from the heritage values of the HHA.</u></p> <p><u>Is compatible with the scale, form, proportions, design, and materials of the HHA; and</u></p> <p><u>Is sited to maintain the historic consistent pattern of front façade alignment and position on the sites.</u></p> <p>Remove:  <del>the location of development does not detract from the relationship that exists with other buildings and sites in the HHA or with the street.:</del></p> <p>Replace with:  <u>The heritage values of the HHA are protected including the historic relationships that exists within the setting and surrounds, other buildings and structures, the historic landscape of the site and wider HHA including the street and parks.</u></p>	<p>protection of an area verses an individual site. The boundary of the HHAs extends over streets and the areas around the building, so by reason, the identification of the boundary of the HHA the setting is included. It is not appropriate to manage the surrounding which may be beyond the HHA boundary.</p> <p>In respect of other suggestions, it is also noted that assessment criteria appropriately address these and specifics are identified in the HHA Statements.</p>
19.2.4.d (i) & (ii)	Oppose in part	<p>Total demolition along with relocation from site are the extremes of loss of heritage values and should have the same framework as BH Items as the incremental loss can negatively</p>	<p>Replace clause with the following:  <u>Avoid the relocation outside or total demolition of buildings and structures within HHAs unless it can be demonstrated that:</u></p>	<p>The use of avoid with exceptions is not appropriate, i.e., Avoid means avoid (King Salmon).</p> <p>The first two bullet points are already addressed in i. and ii. in Chapter 19, and rewording the policy is unnecessary.</p>



		<p>impact on the integration and overall heritage values of the HHA.</p> <p>‘Detract’ should be changed to given analysis against measurement on what is ‘reduced’.</p> <p>In addition, the measures for whether all options have been considered should be further clarified and clear guidance given.</p> <p>A used and well-maintained building is better off than a neglected one, generally, unless a ruin, suggest that the value of built heritage is not necessarily diminished by a period of disuse if it is appropriately stabilized and protected until an appropriate use is identified. I.e., Christchurch, or storm damage</p> <p>While important that heritage buildings have a sustainable long-term use, that objective does not operate in isolation. It needs to refer to and integrate to the overall objective to protect.</p> <p>Demolition by neglect should be included in the assessment factors to be considered.</p>	<ul style="list-style-type: none"> <li>• <u>There are no significant adverse effects on the identified heritage values of the heritage area.</u></li> <li>• <u>The works are necessary to save the contributing building or structure from damage or destruction from natural hazard risks.</u></li> <li>• <u>There are no reasonable alternatives to relocation or total demolition,</u></li> <li>• <u>And that Demolition by neglect is not a contributing factor, and</u></li> <li>• <u>Alternatives to total demolition have been explored and total demolition is considered by Council to be a reasonable option.</u></li> </ul>	<p>The requirement for Council to determine what is an appropriate option does not need to be stated.</p> <p>We are unable to include demolition by neglect, whilst it’s a valid concern, this cannot be enforced.</p>
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19.2.4d (iii)	Oppose in part	<p>The Building Act deals with safety, however there are means to temporary prop until repairs are possible and this should be considered, including after an event should as an earthquake, or if the building is identified under the Building Act as earthquake prone and needs seismic strengthening.</p> <p>Proposals should include alignment or consideration of conservation/protection methods.</p>	<p>iii There is a significant risk to public safety or property if the building is to remain <u>and temporary measures are not practicable.</u></p> <p>Add an additional clause below:</p> <p><u>Repositioning or relocation occurring only when it can be demonstrated that that work is undertaken in accordance with recognized conservation principles and methods.</u></p>	<p>I agree that iii. Needs to be expanded to address instances where temporary measures would be required after an event such as an earthquake. However, I suggest different wording to align it with the built heritage policies.</p> <p><i>There is a significant risk to public safety or property if the building is to remain <u>and interim protection measures would not remove that threat.</u></i></p> <p>Regarding the additional clause, all matters would be addressed in a resource consent and explicit direction on how it is achieved is not needed at objective and policy level.</p>
19.2.4d (iv)	Oppose	<p>Under the objective to protect historic heritage mitigation should not be used as a qualifying criterion for relocation or demolition.</p>	<p>Remove clause:</p> <p><del>(iv) Appropriate mitigation is provided.</del></p>	<p>I agree, the policy should address demolition and where exceptions apply not what should occur should the outcome of demolition eventuate.</p>
19.2.4 Explanatory text	Support in part	<p>Important to include that the heritage values are integrated and not seen as separate heritage qualities. No guidance on this aspect- need to add to guidance to support retaining 'whole' heritage value of HHA</p>	<p>Amend:</p> <p>All the areas which have been identified as HHAs have particular heritage values. It is important that these qualities are identified, and any new development is sensitive and is compatible with them.'</p>	<p>I disagree, the explanation points to the Heritage Statements which describe the importance of and the relationship with the streets and opens spaces for the relevant HHA.</p>

			<p>To: 'All the areas which have been identified as HHAs have particular heritage values. It is important that these qualities are identified, and any new development is sensitive and is compatible with them and <u>retains the overall heritage value of the HHA.</u>'</p> <p><u>Within a site it is important to retain relationships to the street and any park, and to the historic layout or pattern of the site, and to the existing buildings.</u></p>	
<b>19.3.2 HHA Activity</b>				
19.3.2. b	Support	<p>Maintenance and repair are very important but there is absence of further rules within framework for HHA and therefore, the detail to give guidance on what is included.</p> <p>Agree with making it consistently applied to all HHA sites as proposed.</p>	<p>Add clause to 'maintenance and repair': <u>Maintenance and repairs must not result in any of the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Changes to the existing surface treatment of fabric</u></li> <li>• <u>Painting of any previously unpainted surface.</u></li> <li>• <u>Rendering of any previously unrendered surface.</u></li> <li>• <u>Changes to the design, texture, or form of the fabric.</u></li> <li>• <u>Painting of any previously unpainted surface.</u></li> <li>• <u>Use of materials other than those the same as the original or most significant fabric, or the closest equivalent.</u></li> </ul>	<p>The result of this suggested amendment is that it inserts a definition of maintenance and repair into the activity status table which is an inappropriate place for a definition to be inserted.</p> <p>Furthermore, there is a definition in the ODP which has been amended by the notified PC9.</p> <p>The PC9 definition was also addressed in my Planning Evidence to Built Heritage at Hearing 2. Which recommend grammatical amendments as there were no submissions seeking the amendment of the definition.</p>

			<ul style="list-style-type: none"> <li>• <u>The affixing of scaffolding to unless the work is reasonably required for health and safety.</u></li> <li>• <u>The damage of building fabric from the use of abrasive or high-pressure cleaning methods, such as sand or water-blasting;</u></li> <li>• <u>The modification, removal or replacement of windows (all joinery, including frames, sashes, sills, casements, mullions, glazing bars), except; modifications as necessary to replace an existing clear single glazed window pane with a clear double-glazed pane.</u></li> </ul>	
19.3.2 c	oppose	<p>Where existing curtilage walls are identified as historic in the HHA statement then demolition should not be permitted, but if not then permitted.</p> <p>(There has been no heritage landscape assessment and therefore the statement will need amendment.)</p> <p>Unclear if missed a word in this clause. It should say “new” ancillary structure.</p> <p>Important to retain historic landscape-built forms that have not been identified in this process, as noted by consultant.</p>	<p>Disagree that Rule removed.</p> <p><u>c. Demolition of existing curtilage wall RD</u></p> <p>Retain rule 19.3.2.c. And amend as below:</p> <p>c. Demolition of existing <u>historic</u> curtilage walls</p> <p>Add:</p> <p><u>“new”</u> ancillary structure</p>	<p>The deletion of this rule was proposed through Mr Richard Knott’s evidence dated 14 April 2023 (pg19). Mr. Knott correctly identified that the only place the District Plan specifically references a curtilage wall was in Temple View and that most of the curtilage wall has been demolished and reinstated through resource consents.</p> <p>I can agree that as notified the rule is now redundant. However, it is noted that this has resulted in an unintended consequence regarding the protection of historic fences and walls that also inform the HHAs, and that these are evident not just the Temple View HHA.</p> <p>I recommend that the existing curtilage wall activity is redrafted to address all fences and walls, and that a</p>

		<p>Some of the housing areas have curtilage concrete walls which are integral to the heritage values and are one of the elements of the original design, such as in Claudelands HHA.</p> <p>Demolition of existing curtilage walls was not permitted, but now RD. Require Identification first (as per Objective to identify) to establish if has heritage values.</p> <p>Amend-/reinstate that demolition of existing historic curtilage walls should not be permitted, until identified. Alternatively identify within HHA, under Heritage Landscape Report for each HHA statement is required to help eliminate need for RC.</p>		<p>new assessment criterion inserted for the RD activity as follows:</p> <p><b>19.3.2</b>  d. <u>Demolition of existing front boundary treatment (fences or walls) curtilage wall</u></p> <p><b>Appendix 1.3</b>  New assessment criteria E13  <u>The extent to which the demolition of an existing historic front boundary treatment will have on the heritage values of the HHA.</u></p>
19.3.2d (Residential unit)	oppose	<p><b>19.3.2 d. (residential unit)</b>  A discretionary activity does not protect heritage values sufficiently. Agree that relocation and demolition can have similar effects on the HHA / integrity etc. so should be in same category. It should be a non-complying activity.</p>	Change to non-complying activity status.	<p>I agree that a higher activity status should be imposed on higher ranked HHAs, however as notified and progressed HHAs were not ranked and therefore a Discretionary activity status is appropriate should be applied.</p> <p><i>Note: I have assumed that this applies to the demolition of a residential unit.</i></p>

19.3.2e	Oppose in part	<p>Discretionary activity status does not protect heritage values sufficiently.</p> <p>Support alignment in the rules i.e., that there no difference between front, corner or through sites, as proposed.</p> <p>The major issue with is if there are buildings not “fronting the street” within those HHAs, as there is no rule for them. For example, there are buildings in Victoria Street, behind other street frontage buildings – along the side roads, laneways for example. But there has not been a site-specific identification of these.</p>	<p>Rules to be to non-complying activity status.</p> <p>Amend as follows:</p> <p>Demolition or relocation off the site of a building <del>fronting the street</del> within the following HHAs:</p> <ul style="list-style-type: none"> <li>• Victoria Street</li> <li>• Frankton Commerce Street</li> <li>• Claudelands Commercial</li> </ul>	<p>The redrafting just split out ‘commercial’ zoned HHAs from residential units for clarity, however my review of the HHAs is that all of the buildings within the commercial HHAs all front a street. Therefore, I don’t see the necessity of deleting the words ‘fronting the street’.</p>
19.3.2 h	Oppose in part	<p>Problem identified in HHA statements that historic fencing types not identified in Frankton Railway Village HHA- i.e., existing is evident but these are not historically picket (but modern change)</p> <p>New fencing- there is an issue with reference to rule 19.4.3 where HHA statements have not identified ‘historic’ fencing as distinct from existing.</p>	<p>Seek amend Frankton Railway Village HHA Statement to state <u>historic fence types</u>, or amend so as per new fences in Rule 19.4.3</p>	<p>See the above recommendation above regarding historic fences and walls.</p>

		Use of modern fencing in nationally significant HHA are incorrectly identified as 'historic' in HHA statements when there are existing historic types (steel and wire) and historic type (of timber lattice, not picket or steel and wire). Look to retain authenticity of landscape elements if possible.		
<b>19.3.2 I.</b>	Oppose in part	<p>Terminology should be changed to say "repositioning" within the site. This will help make it clear that it is not relocation off-site / elsewhere.</p> <p>Heritage preference is to at least keeping it on-site than moving off-site, however this can have significant impacts on over all heritage values.</p> <p>This is also relevant where adding addition buildings will affect historic pattern and landscaping design and elements, which are defined as integral to HV.</p> <p>Support identifying items to be excluded.</p>	<p>Amend as follows:</p> <p><u>Repositioning located</u> buildings on the within their original sites (excluding garden sheds established under Rule 20.3.2 n.). within an HHA (excluding heritage buildings listed in Volume 2, Appendix 8, Schedule 8A: Built Heritage)</p> <p>Add an additional clause as below:</p> <p><u>repositioning or relocation to occur only when it can be demonstrated that that work is undertaken in accordance with recognized conservation principles and method</u></p>	<p>While a useful suggestion it is not recommended that the ODP changes to 'repositioning'. The terminology used in HHAs is consistent with that used for built heritage and any change would need to be made throughout the District Plan.</p> <p>It is considered unnecessary to add subclause, as discussed above.</p>
<b>19.4 Rules</b>				

Specific Standards				
19.4.3 a	Support in part	<p>Support recognition of commercial areas that may not have fence or wall within HHA statement however if there are no suburban commercial HHA which include residential within the HHA such as Claudelands.</p> <p>Support for Victoria St HHA and Frankton Commercial, but not Claudelands HHA Exception clause to be inserted.</p>	<p>Amend as follows: Historic Heritage Areas – New Fences and Walls Sites within Victoria Street, Claudelands Commercial, and Frankton Commerce Street HHAs shall have no fence or wall along the street front boundary <u>‘except if existing residential or commercial fence of historic value’</u>.</p>	<p>I agree that in respect of the Claudelands Commercial HHA there are existing residential typologies (villas) that have been zoned Business 6 – Neighbourhood Centre that are within the proposed HHA, but it’s unclear if there are any of historic value.</p> <p>I am not aware of any commercial fence, so this is unnecessary to include.</p> <p>I agree that for the Claudelands Commercial HHA that it should be amended to provide for existing residential fences with historic value.</p> <p><u>a. Sites within Victoria Street, Claudelands Commercial, and Frankton Commerce Street HHAs shall have no fence or wall along the street front boundary except where existing residential fences of historic value exist.</u></p>
19.4.3 b	Support in part	<p>Historic fencing has not been identified in the HHA statements. It could be and easily added to statements in the absence of Conservation Plans or guides. Important in Frankton Railway Village but potentially not other HHAs.</p> <p>Existing fencing rules in Special Character Zone for Frankton Railway Village i.e. 1.2m. It is important to retain existing historic</p>	<p>Amend as follows: “Where there are existing <u>historic</u> fences and walls in an HHA, new fences and walls shall be in keeping with the existing <u>historic</u> fences and walls identified in the HHA Statement.”</p>	<p>I agree that there is an important distinction between existing fences and walls and existing historic fences and walls. It is the historic fences and walls that require protection and not just an existing fence.</p> <p>Amend 19.4.3 b as suggested by WHG.</p>



		<p>and if possible, reinstate. But the information to identify in the HHA Statements needs to be accurate and accessible.</p> <p>Rule should support historic identified items. Add 'historic'.</p>		
19.4.3 c.	Oppose in part	<p>The rule does not sufficiently address appropriate fencing types in one HHA and heritage values of landscape which are part of HHA heritage values. Existing historic fences include front nib walls and boundaries without fences.</p> <p>Note 1 does not have appropriate guidance and there are no proposed guidelines. For FRV and Hayes Paddock HHA. Note 1 should be amended.</p> <p>The note is not heritage based. The visibility of buildings and along streets is protected is insufficiently protected. There are no view shafts proposed.</p> <p>Materials of glass, metal, louvers to allow for 50% visibility is unlikely to retain heritage values in HHA (including landscape values) that have historically had 1.2 fences or none (just nibs) as in Hayes Paddock. Fencing has been</p>	<p>Remove Note 1.</p> <p>Amend Note 1 to state:</p> <ol style="list-style-type: none"> <li>1. <u>Historic fence types and materials in HHA statements</u> are acceptable fence designs.</li> <li>2. <u>Visibility is important for some HHA where traditionally there has been no or low fencing. Design for 50% visibility should be sympathetic to the HHA historic fencing.</u></li> <li>3. <u>Views along streets are important and in the FRV and Hayes Paddock and visually form part of the heritage values and retaining coherency. Incremental changes need to be assessed to retain historic views of the buildings (specifically FRV and Hayes Paddock).</u></li> <li>4. <u>Landscaping Guidelines will be developed for guidance.</u></li> </ol>	<p>Another review of Rule relating to new fences and walls notes that the fence and wall types can be grouped into:</p> <ul style="list-style-type: none"> <li>• commercial HHAs with no fence (subject to amendment accepted above)</li> <li>• Existing heritage fence and wall types</li> <li>• No existing fences or walls</li> </ul> <p>I don't agree that the suggested notes address the overall issue which is that existing historic fences and walls need to be respected if new fences or walls are built in a HHA to ensure the area is protected and a Restricted Discretionary Activity with associated standards is appropriate.</p> <p>Therefore, I have recommended redrafting of the standard to identify the three scenarios and provide for any new fences or walls are limited to a maximum height of 1.2m and that the design reflects the fencing and walls in the HHA.</p> <p>Finally, I note that it is inappropriate to impose a future work item by way of an advice note in the District Plan.</p>

		<p>controlled in the SCZ and the current proposal is not best practice and will likely impact on the FRV and Hayes Paddock HHA.</p> <p>In addition, the glass or other transparent features is only going to be a narrow strip at the top of the fence (over 1.2) with a total height of 1.8m.</p>		
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### PROPOSED APPENDIX 1.3 - ASSESSMENT CRITERIA

Clause/ Provision	Support/ Oppose	Comment	Amendment Request	
<b>1.3, 1.3.3</b>				
1.3.3	Support in part	Within E Assessment criteria are sub criteria which should consistently include Schedule 8D so that historic heritage is aligned. While many of the assessment criteria have Schedule 8D there are some which could be included and in particular, but not limited to, E6 and E7. This would align more appropriately with HH objectives.	<p>Amend to:</p> <p>E6 The extent to which demolition, or removal of an identified heritage building or structure in Schedule 8A <u>and Schedule 8D</u> of Appendix 8</p> <p>E7 The extent to which the relocation of an identified heritage building or structure in schedule 8A <u>and Schedule 8D</u> of Appendix 8.</p>	It was recommended by the s42a author that HHAs have their own assessment criteria so therefore it is not necessary to insert reference back into E6 & E7 for HHAs as its covered in Criteria E9 to E13. Furthermore E7 & E8 have been recommended to be merged through the BH evidence.
1.3.3	Support in part	Assessment criteria for HHA focus on building rather than the heritage values of which buildings are one part. Seek more alignment with	Amend ' <u>building</u> ' to include a range of elements including structure. item etc. or alternatively remove word 'building'.	Assessment Criteria are drafted to align with Activity Status table, the activities are assessed as individual matters, but the HHA as a whole is required to be addressed.

		<p>assessment criteria that assesses activities within an HHA. This could be addressed if the use of the word 'building' was extended or omitted.</p> <p>It is unclear how proposed 'non-building' activities are assessed to protect heritage values of an HHA such as streets, parks and structures changes to these elements may be included in proposal and should be addressed within assessments.</p>	<p>Add:</p> <p><u>The extent of which proposed development, building, structure, alteration or addition maintains or enhance a coherent physical and visual qualities within identified historic heritage area</u></p>	
E8	Support in part	<p>Support inclusion of 8D and HHA, but seek inclusion of HHA within sub criteria c to better align with overall objectives for HH.</p>	<p>Amend c:</p> <p>To:</p> <p>Acknowledges and respects the character of the faced of the building <u>and design elements of the HHA</u></p>	<p>I have not agreed with the suggested amendment to the policy so equally this amendment is also not supported.</p>
E9	Support in part	<p>focuses on alterations and additions only to a building. Alterations and additions may include to structures or associated elements including historic landscape elements within a HHA which are not building. Should include for assessing protection of all elements identified including non-building</p> <p>Historic fencing and curtilage walls are not addressed and should be included in criteria.</p> <p>Partial demolition will come under these criteria and recognition of</p>	<p>Amend to:</p> <p>E9 The extent the alterations and additions <del>of a building</del> in a HHA, will affect the heritage values of the HHA:</p> <p>a. Whether the alterations and additions are in keeping with the existing building, <u>structure</u> and the HHA, including the architecture, materials, and general design of the alterations and additions.</p> <p>Add:</p> <p><u>Whether the alterations and additions include demolition, and the degree of</u></p>	<p>Assessment Criteria are drafted to align with Activity Status table, the activities are assessed as individual matters but the HHA as a whole is still required to be addressed.</p>

		other identified historic elements currently have no criteria to protect and assess and should be included.	<u>effect on heritage values of the HHA</u>	
E 10	Support in part	Include non- 'building' elements identified in HHA statements to protect heritage values of the HHA that are not buildings. This could be a street and its elements, or a park identified in the HHA statement and its extent.	The extent the demolition or relocation <del>of the building</del> will have on the heritage values of the HHA:	Assessment Criteria are drafted to align with Activity Status table, the activities are assessed as individual matters but the HHA as a whole is still required to be addressed.
E10 a & b		Include other identified elements as HHA include elements other than buildings which are identified in HHA statements such as street, parks and structures	Whether the building and <u>other element identified in the HHA statement or structure</u> makes a contribution to the heritage values of the area	As above for E10
E 11	Support in part	No criteria to identify if existing historic heritage is being removed and effect as part of proposal	<p>Insert addition as below:</p> <p>The extent the proposed fence and/or wall will have on the heritage values of the HHA:</p> <p>a. Whether fences and/or walls (or lack of) is consistent with the HHA, as identified in the relevant HHA statement.</p> <p>b. The cumulative effects of the proposal on the heritage values of the HHA</p> <p><u>c. removes historic fencing</u></p>	Agree assessment criteria needs to include a historic fencing/wall criterion however as addressed above I consider it more appropriate to introduce a separate assessment criterion rather than trying to address it with those that relate to new fences and walls.
E 12	Support in part	Assessment criteria should include impact on setting and surrounds and relationships between buildings and to the street including maintaining	<p>Add</p> <p><u>Whether the building other element identified in the HHA statement or structure is in keeping with the setting and surrounds in the HHA, including in</u></p>	<p>The areas define the extent/setting of a HHA so is unnecessary to again reference setting.</p> <p>Surroundings is beyond the HHA and height to boundary rules have been proposed in PC12</p>

		<p>the coherent physical and visual qualities with the HHA area.</p> <p>Absence of a proposed rule framework in the revised PP is noted in earlier comments.</p>	<p><b>relation to its architecture, materials and position on the site, including relationship to street and park within the HHA extent.</b></p>	<p>where a higher residential zone adjoins a lower density including HHA.</p> <p>It is unreasonable to extend a HHA boundary beyond the area of heritage value to manage development on the boundary.</p>
E12 (sub clause 2 of 3)	Support in part	<p>These areas are already under development, some for decades a, and the balance of historic to modern, can significantly change the heritage values if used as the benchmark. Historic still needs to be protected and included in assessments and statements updated to include clarity on what is historic compared to modern. Clear guidance is needed.</p>	<p>Whether areas of hard surfacing and landscaping associated with the proposed new building are in keeping with those <b>identified as historic typical in the HHA:</b></p>	<p>As above for E12.</p>
E 13	Support in part	<p>Recommend assessment amended to better reflect protection of site, setting and heritage values of site and area.</p>	<p>The extent to which the relocation of the building within the original site will have on the heritage values of <b>the site, setting, and</b> of <b>the site</b> and the overall HHA:</p> <p>a. Whether the existing position <b>and its setting</b> of the building makes a particular contribution to the heritage values of the HHA.</p> <p>b. The effects on the heritage fabric of the <b>existing heritage</b> building <b>and place</b> and the consequential effects of this on</p>	<p>As above regarding setting.</p> <p>There is no assessment of historic landscaping so futile to reference something that is not identified or defined.</p>

			<p>the value of <u>setting, the site</u> and the HHA.</p> <p>c. Whether areas of hard surfacing and landscaping associated with the proposed relocated building are in keeping with the <u>historic landscaping</u> in the HHA</p>	
E13 d	Oppose in part	Use of 'operational reasons', and not a higher enough term for protect objectives. It is too open	<p>Remove:</p> <p>"operational reasons"</p> <p>And amend to:</p> <p>That there is evidence that <b>all other alternative options have been considered</b> and that relocation <b>within the original site</b> is necessary and <b>will not impact on the heritage values of the site.</b></p>	I do not agree with the amendments to this assessment criteria, there is no avoidance policy in regard to the relocation within a HHA site.

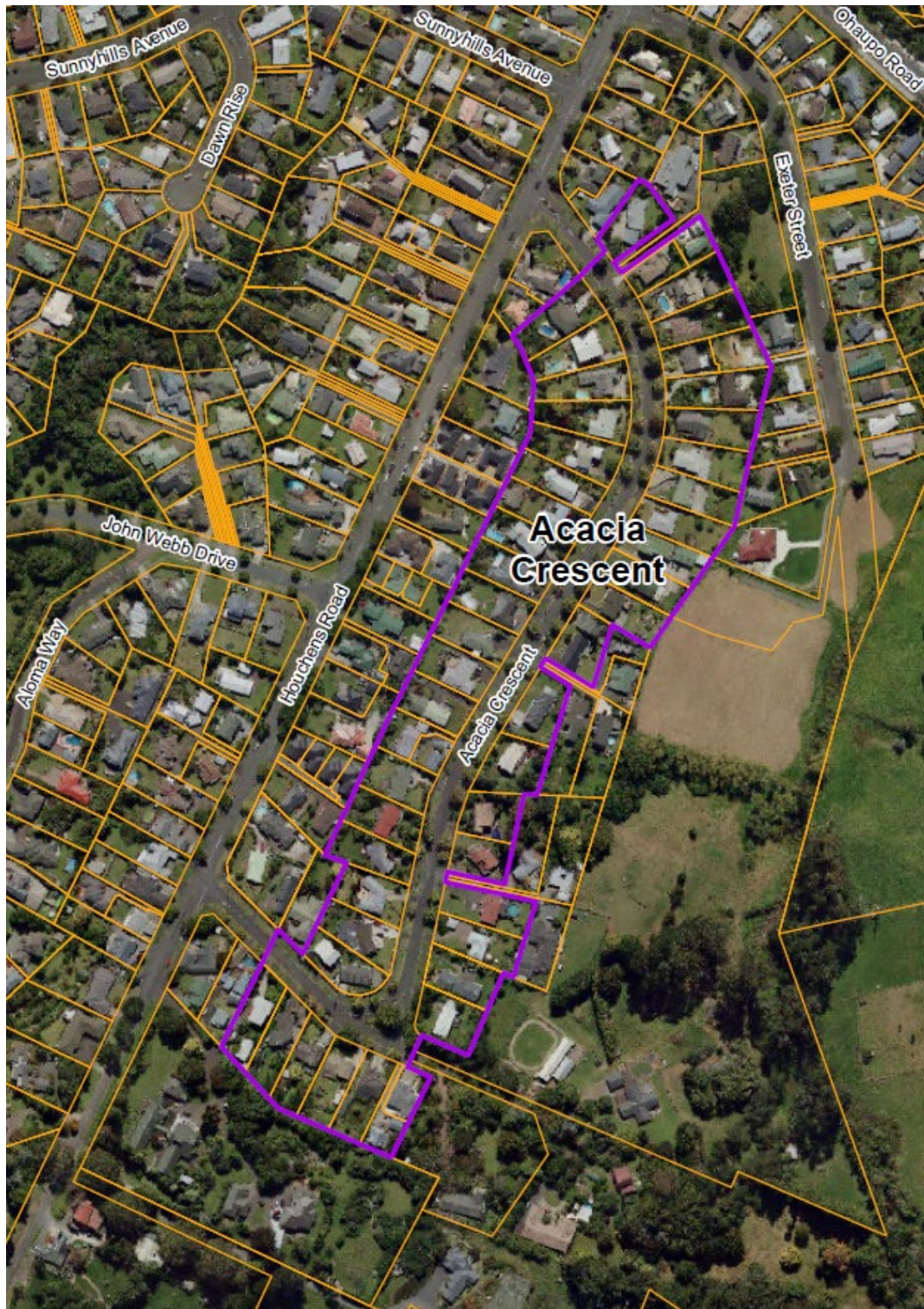
#### PROPOSED APPENDIX 8 – HISTORIC HERITAGE

Clause/ Provision Reference	Support/ Oppose	Comment	Amendment Request	
FRV HHA Statement	Support in part	Map is for Marama HHA and not Frankton Railway Village HHA	Amend and insert correct map	Error noted and amendment has been made.

## **ATTACHMENT 3**



## Acacia Crescent Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Acacia Crescent Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and



the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

Early Post War Expansions (1950 to 1980)

### *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

## **Area History**

Acacia Crescent was part of a larger piece of land surveyed into allotments in May 1912. There was a homestead recorded on Lot 62, with a creek running near the eastern end of Lot 61-63.<sup>1</sup> From the 1920s, the land was owned by farmers Edward and Laura Houchen.<sup>2</sup>

Edward Houchen died in 1939 at the family homestead, 'Tirohanga,' on Houchens Road in 1939.<sup>3</sup>

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

Acacia Crescent was surveyed in November 1961 (Figure 1).<sup>5</sup> The street was reportedly named after a stand of acacia trees in a nearby gully. All lots were approximately 1/4 acre (1,000m<sup>2</sup>) in size, surveyed in a rectangular shape. The majority of the sections had a short street frontage to the road, with some longer sections surveyed on the east side of the road. Acacia Crescent connected Houchens Road as outlined in the earlier survey plan and curved around behind the existing sections along Houchens Road.

Historic aerials show the newly formed Crescent surrounded by agricultural land in the 1960s, located away from the edge of the city (Figure 2). These historic aerials show construction had started on the west side of the street by 1964, with almost all lots occupied by 1971.<sup>6</sup> By 1974, the majority of lots on the eastern side of the road were also occupied.

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<sup>1</sup> DP 7975.

<sup>2</sup> Waikato Times, "District News," 30 November 1921, p. 6.

<sup>3</sup> Waikato Times, "Deaths," 12 December 1939, p. 6.

<sup>4</sup> DPS 3072.

<sup>5</sup> DPS 7573.

<sup>6</sup> SN1559 29 January 1964.

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

In April 1962, Acacia Crescent was brought within the city boundaries as part of Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.<sup>8</sup> Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.<sup>9</sup> Acacia Crescent was gradually connected to the city with ongoing development and residential construction. Aerials show Acacia Crescent was developed in isolation, likely due to its subdivision from privately owned land. It was developed during a period where many loop roads and cul-de-sacs were formed in isolation as part of a private subdivision from privately owned land. By 1986, 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.

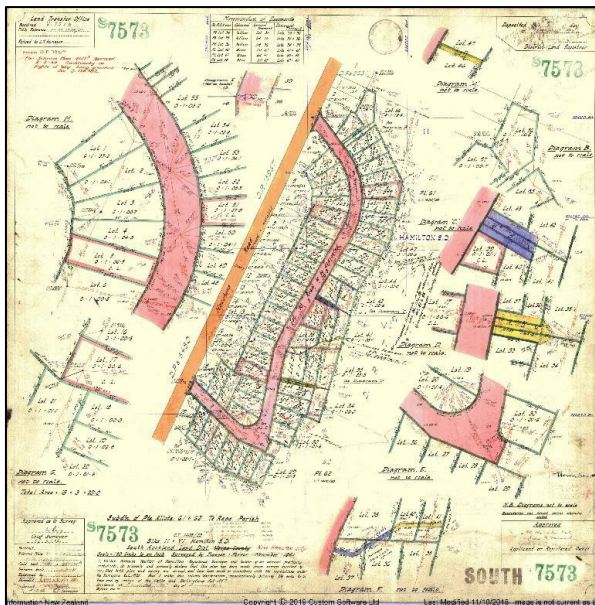


Figure 1: Survey plan for the subdivision of Acacia Crescent, November 1961, DPS 7573.



Figure 2: Historic aerial taken in 1964, with the newly formed Acacia Crescent visible surrounded by agricultural land, SN1559 29 January 1964.

<sup>7</sup> Retrolens, SN3738 31 August 1974.

<sup>8</sup> Alice Morris and Mark Caunter, "Kirikiriroa - Hamilton's European Settler History", October 2021 (June 2024 version), pg.10.

<sup>9</sup> Morris and Caunter, "Kirikiriroa", pg. 42.



*Figure 3: Acacia Crescent and surrounding area in 1986, SN8641 16 April 1986.*

### **Physical Description and Key Features**

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

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

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



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.

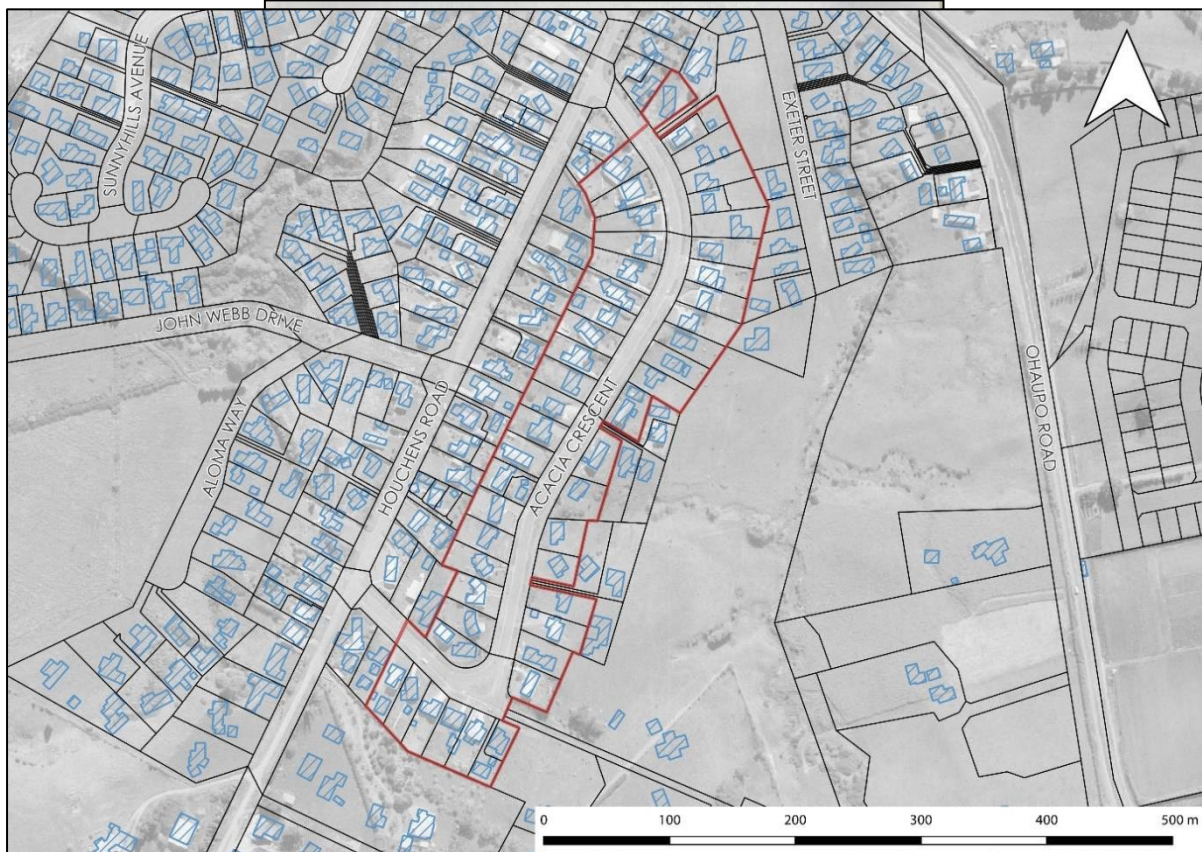


Figure 5: Historic aerial dated 1971 (SN3470 26 April 1971) showing the Acacia Crescent HHA (in red) with current building outlines (in blue).

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.

### Key Historical Features to be Maintained

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 20m<sup>2</sup> on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing. 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 floor areas on two-storey buildings. Some white painted panels between windows if this is a feature 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 should be retained/maintained as existing.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Two-level dwellings are split level and are set into slopes rather than requiring significant engineering to create a level building platform.
- Subdivision of existing sites is discouraged, 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 have L, T and shallow V plan shapes (overall building floorplan shape).
- Existing building setbacks are retained.
- Buildings are generally parallel to the street, although recognising existing circumstances, some buildings are positioned perpendicular or, if they have a V plan shape, they are at a narrow angle to the street.
- Buildings incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows have timber frames with opening top lights. Front doors include small glazed panels alongside them.
- Roofs are low pitched, with concrete tiles with gables, hipped and Dutch gable forms. Gable ends are finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Driveways are narrow, single or 1.5 vehicle width. Large areas of parking are 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 are internal (particularly within two-storey dwellings) or linked to the original dwelling, rather than detached/freestanding. They are not forward of the original building.
- Accessory buildings, regardless of size, are not forward of the original building.
- Front boundaries are open, without fences or gates. A low brick wall, where this matches the materials used for the house may be appropriate; this does 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.

## 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.*

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. From the 1920s, the land was owned by farmers Edward and Laura Houchen.

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

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 (Houchens 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.

Acacia Crescent was surveyed in November 1961 (Figure 1). The street was reportedly named after a stand of acacia trees in a nearby gully. All lots were approximately 1/4 acre (1,000m<sup>2</sup>) in size, surveyed in a rectangular shape. The majority of the sections had a short street frontage to the road, with some longer sections surveyed on the east side of the road. Acacia Crescent connected Houchens Road as outlined in the earlier survey plan and curved around behind the existing sections along Houchens Road.

Historic aerials show the newly formed Crescent surrounded by agricultural land in the 1960s, located away from the edge of the city. These historic aerials show construction had started on the west side of the street by 1964, with almost all lots occupied by 1971. By 1974, the majority of lots on the eastern side of the road were also occupied.

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. 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. Acacia Crescent was gradually connected to the city with ongoing development and residential construction. Aerials show Acacia Crescent was developed in isolation, likely due to its subdivision from privately owned land. It was developed during a period where many loop roads and cul-de-sacs were formed in isolation as part of a private subdivision from privately owned land. By 1986, residential development connects Acacia Crescent to the city to the north.

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

The place has **high local** 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 dwellings in the street are largely 1960s and 1970s builds, dating from the original subdivision of the street, and most appear to be unmodified.

Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings.

The overall design and layout of the street is also typical of the period, with the street being a curvilinear loop road.

The area is representative of the Early Post War Expansion (1950 to 1980) development period.

The dwellings along Acacia Crescent have strong similarities with the 1960s plan book designs, with multiple houses with angled designs, gable windows, large picture windows, and built-in garages. Split level dwellings dominate, taking advantage of the topography of the area.

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
- White painted panels between windows.

There appears to have been little change to the dwellings along Acacia Crescent, since the street's original establishment.

The overall design and layout of the street is also typical of the period, with the street being a curvilinear loop road.

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.

The buildings are typical of the 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 of plan book houses, rather than being designed by a particular known practitioner.

The place has **moderate local** 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 not surveyed for allotments until 1912. The potential for information regarding earlier human occupation is therefore low.

The place has **low local** 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 area has **no known** 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	<b>High</b>	Local
b) Physical/Aesthetic/Architectural Qualities	Moderate	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local



f) Cultural Qualities	None	
g) Scientific Qualities	None	

### Statement of Significance

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

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

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

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

Overall, the 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 **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. There is additional heritage interest by virtue of 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.

## Ashbury Avenue Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Ashbury Avenue Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and

the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

Early Post War Expansions (1950 to 1980)

### *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

## **Area History**

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.<sup>1</sup> Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded.

Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.<sup>2</sup>

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.<sup>3</sup>

Ashbury Avenue is the first of a series of linked culs-de-sac on the 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.

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<sup>1</sup> Alice Morris and Mark Caunter, "Kirikiriroa - Hamilton's European Settler History", October 2021 (June 2024 version), pg.10.

<sup>2</sup> Morris and Caunter, "Kirikiriroa", pg. 42.

<sup>3</sup> Hamilton City Libraries Card Index, "Ashbury Avenue", 1981- current.



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

Common with the 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 650m<sup>2</sup> to 700m<sup>2</sup>) although corner lots are larger, as are the rear lots.

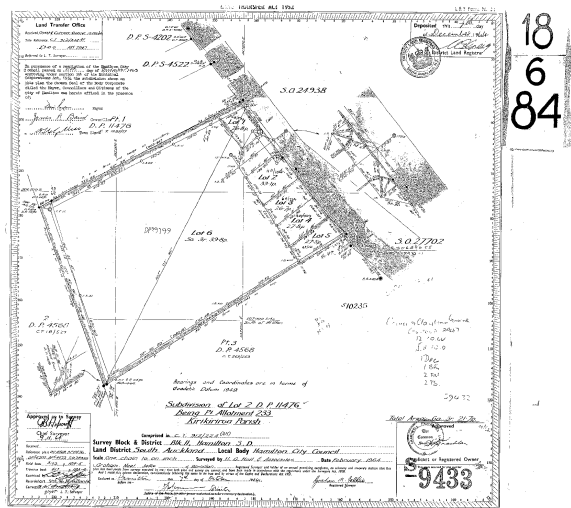


Figure 1: The 1916 subdivision plans for two lots facing Tramway Road, DPS 9433.

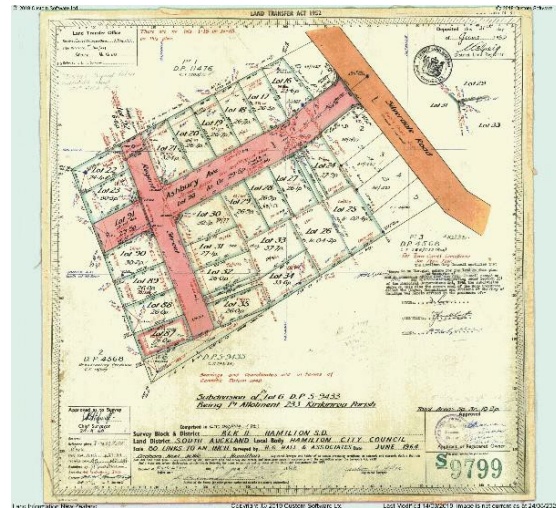


Figure 2: The original subdivision plan, DPS 9799.

## Physical Description and Key Features

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 have berms with regularly spaced street trees on the north side. Overhead electricity lines on the south side of the street limit street trees.

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 being 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.

### **Key Historical Features to be Maintained**

Where an existing dwelling displays the features below, any alterations and extensions should respect these 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 20m<sup>2</sup> on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing. Alterations or new buildings should utilise designs and materials that match the original buildings which typify 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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, 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 have L, T and shallow V plan shapes (overall building floorplan shape).
- Existing building setbacks are retained.
- Buildings are 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.
- Generally buildings use 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 floor areas of split-level buildings.
- Buildings incorporate plain, flat wall surfaces with rectangular picture windows.
- Generally, windows have timber frames with opening top lights; however, aluminium windows with a similar profile and openings can be acceptable.
- Front doors have large areas of glazing or glazed panels alongside.
- Roofs are low pitched, gabled or hipped with corrugated steel covering. Gable ends are finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with a shallow profile.
- Driveways are narrow, single or 1.5 vehicle width. Large areas of parking are 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 are internal within two-storey dwellings or detached to the rear of single level dwellings and have single doors, or perhaps as an attached open carport under the main roof of the building. They are generally not forward of the original building.
- Other accessory buildings, regardless of size, are generally not forward of the original building.
- Front boundaries are open or have low retaining walls, without fencing above (even if the fencing is proposed to be an open design). There are no gates. The low retaining walls are 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.

### **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 subdivision of Ashbury Avenue is evidence of a commercial developer bringing forward a subdivision within an area recently added to the city, by way of the 8th extension, in part likely in response to the Ruakura Research Centre, new Teachers College and new University of Waikato campus all being within easy distance (both of which have regional significance). This relationship adds to the overall historic qualities of the area.

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. 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.

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 is the first of a series of linked culs- de-sac on the 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.

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.

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.

The place has **high regional and local** 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 dwellings in the street are largely 1960s builds, dating from the original subdivision of the street, and most appear to be unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1960s buildings which are characteristic of the Early Post War Expansions (1950 to 1980) development period.

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.

The design of the buildings is typical of that expected in the Development Period, and designs seen in plan books. They are largely unaltered.

The incorporate the following typical architectural elements:

- Plan forms incorporate L, T and shallow V shapes.
- They have brick elevations, with some split block and artificial stone, fibre cement cladding to gables and some blockwork plinths on other buildings.
- A mixture of gable and hipped roofs with mainly corrugated steel coverings, although there are some tiled roofs.
- Large areas of horizontal proportion picture windows.

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

Common with the 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.

The buildings are typical of the 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 of the period, rather than being designed by a particular known practitioner.

The place has **moderate local** 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.*

Lots within what is now Ashbury Avenue were first surveyed in 1916, with further subdivisions granted in 1965. There are no records regarding the proposed HHA or local area.

The place has **low local** 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 place has **no known** 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 area 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	<b>High</b>	Local and regional
b) Physical/Aesthetic/ Architectural Qualities	Moderate	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local
f) Cultural Qualities	None	



g) Scientific Qualities	None	
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### Statement of Significance

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

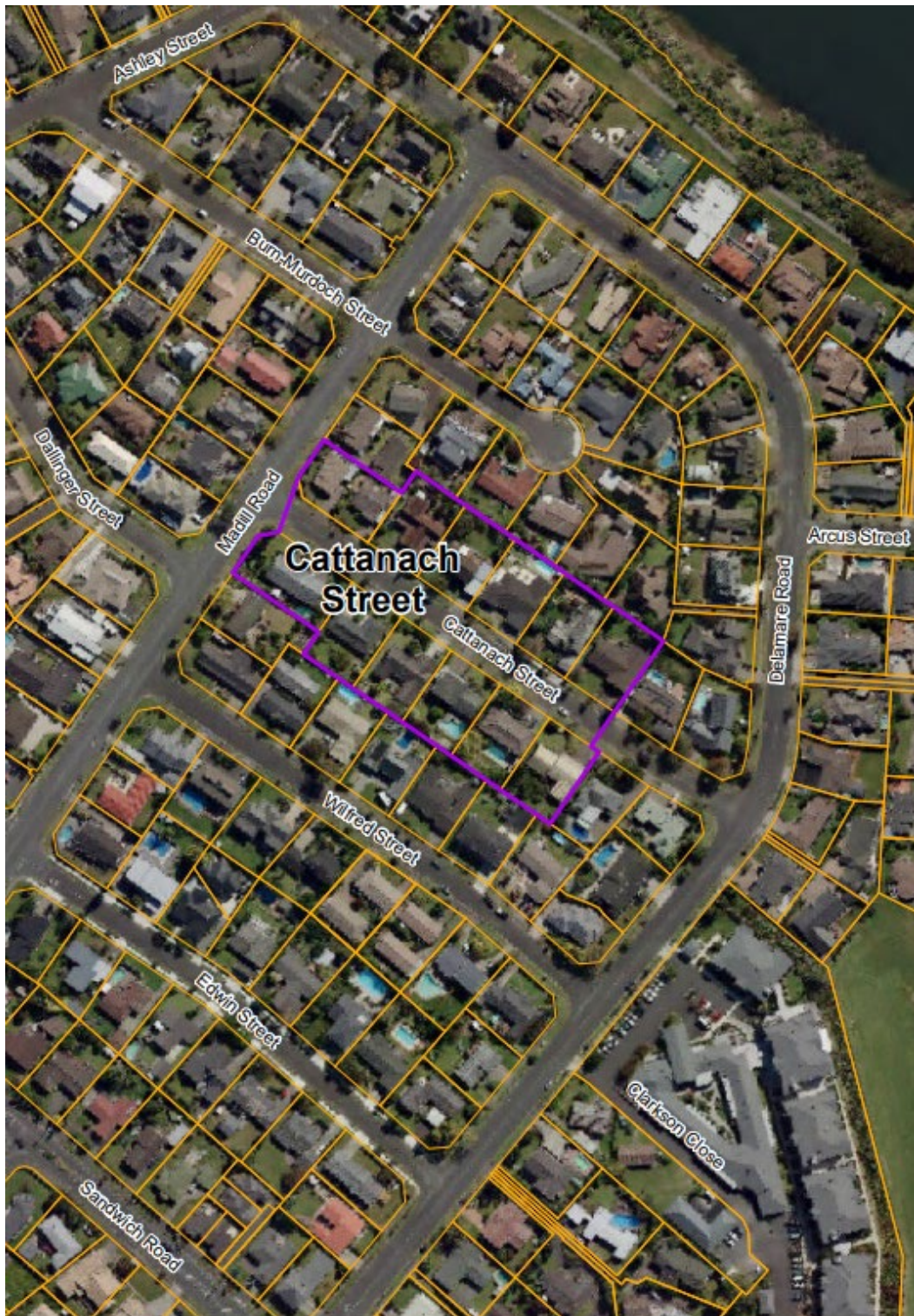
The subdivision, and dwellings brought forward on the land, are typical of the Early Post War Expansions (1950 to 1980) development period, including linked roads and cul-de-sacs and building plan forms which incorporate L, T and shallow V shapes.

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

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

Overall, the 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 **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. There is additional heritage interest by virtue of 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 being within easy distance.

## Cattanach Street Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Cattanach Street Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District

Plan, against which applications for resource consent are assessed.

## **Development Period**

Early Post War Expansions (1950 to 1980)

### *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.

## **Area History**

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 the St Andrews area at the time.

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

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 8<sup>th</sup> Extension to the City. This was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.<sup>1</sup> Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low-density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8<sup>th</sup> extension planned for population growth, spatial development, and infrastructure.<sup>2</sup>

The DV Bryant Trust has 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 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.<sup>3</sup>

Subdivision consent was granted for the street on 14 August 1974. It was named in 1974 by the

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<sup>1</sup> Alice Morris and Mark Caunter, "Kirikiriroa - Hamilton's European Settler History", October 2021 (June 2024 version), pg.10.

<sup>2</sup> Morris and Caunter, "Kirikiriroa", pg. 42.

<sup>3</sup> Bryant Trust, "About the trust", last accessed 26 June 2024: <https://www.bryanttrust.co.nz/about-us/>



Bryant Trust Board Presbyterian minister, Reverend Duncan Cattanach, a former trustee of the DV Bryant Trust and former chair of the Mary Bryant Trust.<sup>4</sup>

The road was in place by 1974 and some houses had been built 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).

### Physical Description and Key Features

Overall the layout of the local area and Cattanach Street is typical of the Early Post War Expansions (1950 to 1980) development period.

The area consists of a mix of single-storey and two-storey dwellings. 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 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 a number of lots still not developed in the street. A number of buildings were developed after 1980, including 12 Cattanach Street which is within the HHA, although these lots do form part of the original subdivision pattern of the street.

Lots are generally of a similar size and dimension (from around 860m<sup>2</sup>) 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 at 7 Cattanach 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.

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

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<sup>4</sup> Hamilton City Libraries Card Index, "Cattanach Street", 1981- current. Rosalind McClean, "A Stockman's Gift, Daniel Vickery Bryant and the Bryant Charitable Trusts – A Legacy for Waikato", First Published 2007.

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 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.



Figure 1: Aerial photo, 1975, showing some houses in place, (crop) SN2850 17 June 1975.



Figure 2: (crop) SN5479 27 September 1979.

### Key Historical Features to be Maintained

Where an existing dwelling displays the features below, any alterations and extensions should respect these 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 20m<sup>2</sup> on sites where the existing principal building exhibits the features, should respect the design of the principal building and site as existing. Alterations or new buildings should utilise materials which match the original buildings on the site, which are 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 floor areas on two-storey buildings.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as the HHA 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 building setbacks are retained.
- Buildings are generally parallel to the street, with their long elevation to the street.
- Dwellings have simple rectangular plan shapes, or L, T plan shapes (overall building floorplan shape).
- Buildings incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows have dark aluminium frames with opening top lights. Front doors include glazed panels adjacent to them.
- Roofs are low pitched, with concrete tiles, mainly with gables. Hipped roofs are also present on single-storey buildings where they also incorporate front facing gables. Dutch gable forms are also present. Gable ends are finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Garages are internal on two-storey dwellings or detached to the rear of single-level dwellings. They have single width doors.
- Other accessory buildings, regardless of size, are generally not forward of the original building.
- Large areas of parking are not provided to the front of houses, over and above the driveway to the front of garages.
- Front boundaries are 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.

### **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.*

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 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 DV Bryant Trust has 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 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.

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. 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.

Subdivision consent was granted for the street on 14 August 1974. It was named in 1974 by the DV Bryant Trust Board, after their former trustee, former chair of the Mary Bryant Trust and Presbyterian minister, Reverend Duncan Cattach.

The road was in place by 1974 and some houses built 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).

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 place has **outstanding local** 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 dwellings in the street are largely 1970s builds, with some 1980s builds. These all date from the original subdivision of the street, and most appear to be unmodified. Together, these dwellings form a cohesive, yet varied, collection of 1970s buildings.

The street forms 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. Whilst the streets are more regularly shaped than often seen in this development period, this is a response to the generally flat topography. The wider network includes a range of curvilinear streets, which are typical of the development period.

Together the dwellings and overall urban form are typical of the Early Post War Expansion (1950 to 1980) development period.

Many of the buildings display features which are typical of buildings constructed later in this development period, including: Concrete tiled roofs, first floor balconies overlooking the street on some of the two storey buildings, Dutch and Dutch gable roofs, and integral garaging (on single storey and two storey buildings).

Lots are generally of a similar size and dimension (from around 860m<sup>2</sup>) 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 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.

The buildings are of interest in so much as they are typical of buildings which were constructed in the 1970s (the latter part of the Early Post War Expansions (1950 to 1980) development period), where features such as balconies facing the street became more prevalent.

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 buildings are typical of the 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 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 not subdivided until 1974 and there are no records regarding the proposed HHA or local area. However there are known sites within around 500m of the area. The potential for information regarding earlier human occupation is therefore moderate.

The place has **moderate local** 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 place has **no known** 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	<b>Outstanding</b>	Local
b) Physical/Aesthetic/ Architectural Qualities	Moderate	Local
c) Context Qualities	Unassessed	Local
d) Technological Qualities	None	NA
e) Archaeological Qualities	Moderate	Local
f) Cultural Qualities	None	NA
g) Scientific Qualities	None	NA

**Statement of Significance**

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 the St Andrews area at the time.

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

Overall, the area 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 such as 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.

## Chamberlain Place Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Chamberlain Place Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

Early Post War Expansions (1950 to 1980)

### *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 8<sup>th</sup> extension

## **Area History**

The land was brought into the City as part of the 8th Extension. This was Hamilton's largest boundary extension which almost doubled the land area of Hamilton City.

Hamilton's population growth was occurring much faster than predicted, and there was insufficient land for the low- density suburban life that the growing population demanded. Previously the City's boundaries had been adjusted to respond to existing urban development, but the 8th extension planned for population growth, spatial development, and infrastructure.

The subdivision and construction of Chamberlain place coincided with the 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.<sup>1</sup>

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.<sup>2</sup>

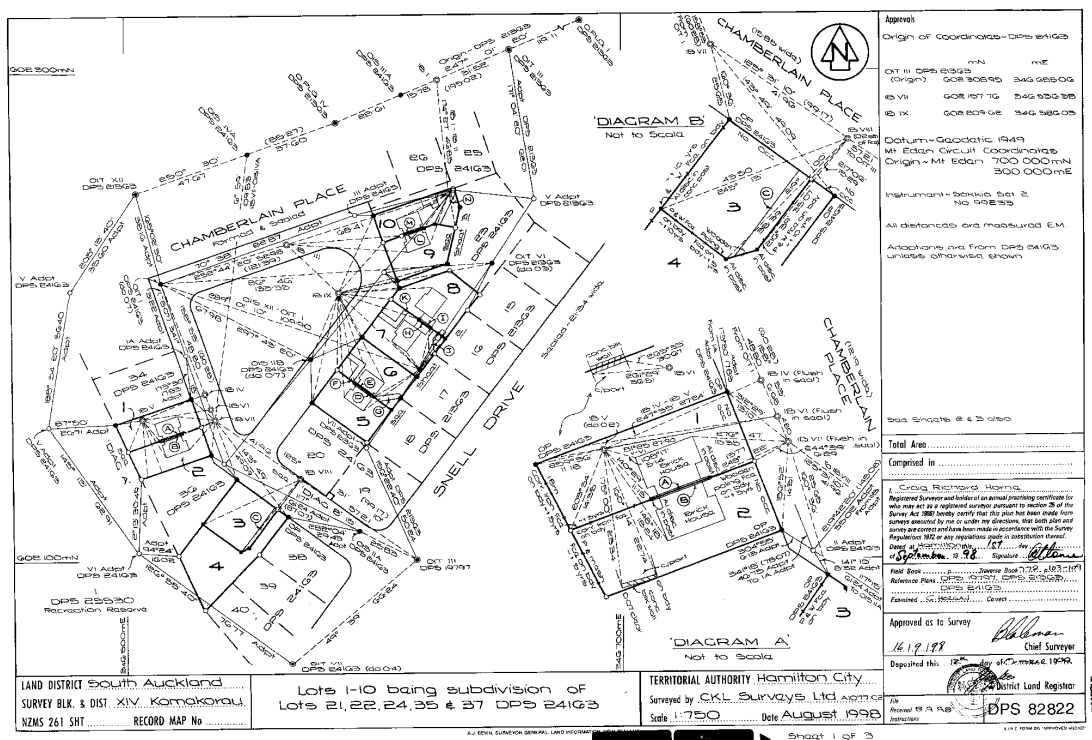
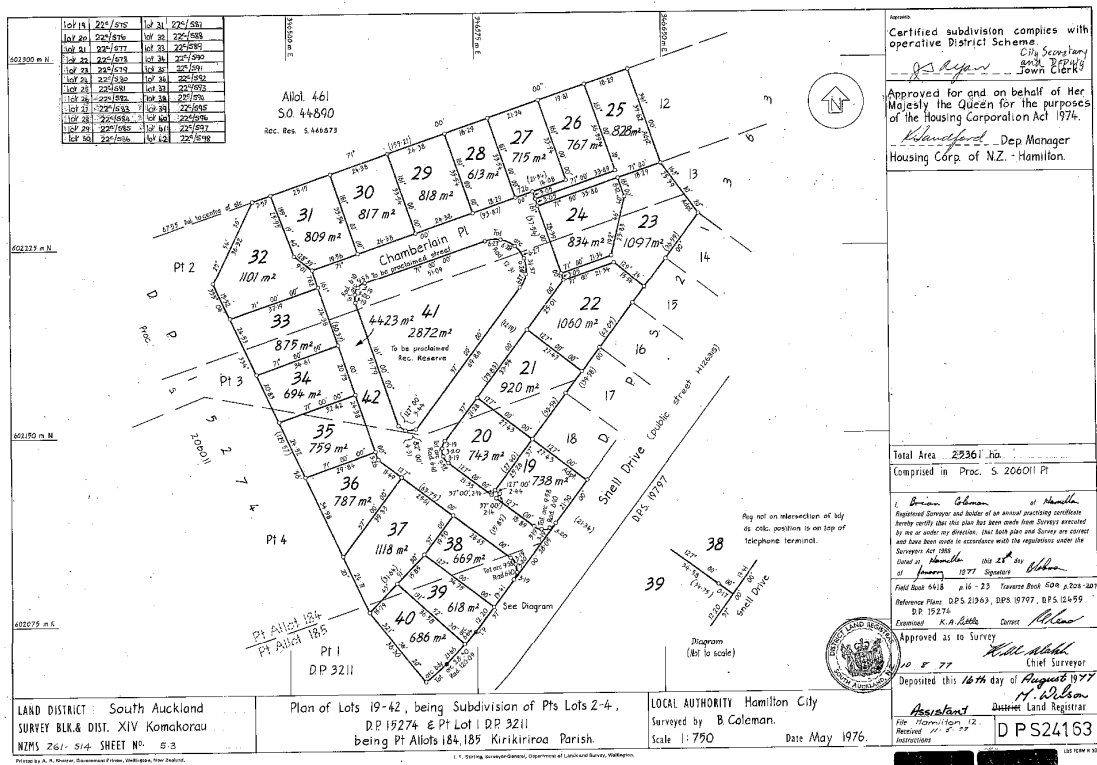
A subsequent subdivision was granted in 1998. This appears to create new lot boundaries to ensure that a semi-detached (duplex) dwelling has its own independent lot.

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<sup>1</sup> Hamilton City Libraries Card Index, "Chamberlain Place", 1981- current.

<sup>2</sup> Hamilton City Libraries, "Neighbourhood and Amenity Reserves: Management Plan", May 2007, pg. 70.





## Physical Description and Key Features

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 weatherboard 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/carports (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 3: Earthworks for the road in 1974, (crop) SN3730 25 April 1974.



Figure 4: The completed development in 1979, (crop) SN5479 29 September 1979.

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.

### **Key Historical Features to be Maintained**

Any alterations or extensions should respect the design of the principal building and site as existing. New accessory buildings of greater than 20m<sup>2</sup> should respect the design of the principal building and site as existing. 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.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- 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.
- Existing building setbacks are retained.
- Buildings on front sites are with their longest elevation parallel to the street.
- Dwellings are generally simple rectangular plan shapes, although L shape plan forms may also be appropriate in corner locations (overall building floorplan shape).
- Buildings incorporate plain, flat wall surfaces with rectangular picture windows. Generally, windows have timber frames with opening top lights, although white aluminium joinery which incorporates similar shapes/divisions is acceptable. Front doors are recessed within inset porch areas.
- Roofs are low pitched, with corrugated steel with gables or Dutch gable forms. Gable ends are finished with a prominent but plain bargeboard and lightweight cladding on gables, such as fibre cement sheeting with shallow profile.
- Driveways remain single width, comprising two strips of concrete. Large areas of parking are generally not provided to the front of houses, over and above a car pad close to the building.

- Garages are generally detached and to the rear of dwellings, or perhaps as an attached or detached open car port. They are generally not forward of the original building.
- Other accessory buildings, regardless of size, are generally not forward of the original building.
- Front boundaries are 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.

### **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 development illustrates the development and provision of social housing by the newly formed Housing New Zealand Corporation, from the merger of the State Advances Corporation and the Housing Division of Ministry of Works, seeking to provide generous outdoor spaces for all units around a common central open space.

The land was brought into the City as part of the 8th Extension.

The use of a cul-de-sac road layout is typical of the development period, as is the loop design of the street. Whilst provision is made for vehicular access to each lot, driveways and parking are not a dominant element; even where longer driveways lead to rear lots, a central grass strip is maintained in the centre.

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

The dwellings are typical of those being developed by the Housing Corporation in the local area. Whilst they are of simple designs, they incorporate features seen in market housing constructed at a similar time including large windows (some full height) and on some units brick elevations under tiled roofs.

The place has **high local** 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 dwellings are typical of those being developed by the Housing Corporation in the local area. Whilst they are of simple designs, they incorporate features seen in market housing constructed at a similar time including large windows (some full height) and, on some units, brick elevations under tiled roofs. The majority are relatively unaltered.



The cul-de-sac, curved street layout is typical of the development period.

Overall, the development is a good example of the Early Post War Expansion (1950 to 1980) development period, which has undergone very little change since it was developed.

The dwellings are typical of those being developed by the Housing Corporation in the local area. Whilst they are of simple designs, they incorporate features seen in market housing constructed at a similar time including:

- Plain, flat wall surfaces with rectangular picture windows.
- Large windows; mainly horizontally proportioned with top opening lights, and some full height vertically proportioned windows.
- Some corner windows, with a horizontal proportion.
- Often glazed front doors.
- Low pitched roofs mainly with gable ends finished with a prominent but plain bargeboard.
- Some Dutch gable roofs.
- Mainly corrugated roofs, but some tiles.
- Mainly timber weatherboard elevations, with some bricks (buff/pale brown and red) and fibre cement cladding.

The majority are relatively unaltered, providing significant integrity and continuity to the area.

The overall design and layout of the street is also typical of the period, with the street being a curvilinear loop road, adding further to the integrity.

It is a very good, relatively unaltered example of the Early Post War Expansion (1950 to 1980) development period.

Being typical of the period, the dwellings do not use unique or uncommon building materials, or demonstrate an innovative method of construction, nor are they an early example of the use of a particular building technique.

The buildings are of interest in so much as they are typical of state houses which were constructed in the 1970s (the latter part of the Early Post War Expansions (1950 to 1980) development period).

The place has **high local** 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.*

Development of the area began in the early 1970s. The potential for information regarding earlier human occupation is therefore low.

The place has **no known** 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 area has some significance as an area of state housing (which is in itself of National significance) constructed soon after the formation of the Housing Corporation. The infill housing in Chamberlain Place can be seen as an example of the integration of state housing tenants into suburban communities, rather than forming large estates.

The housing was designed around an area of open space; the majority of houses face on to this. The open space provides a sense of place (community identity) to the Chamberlain Place area.

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.

The area has **moderate national** 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	<b>High</b>	Local
b) Physical/Aesthetic/ Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	

d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local
f) Cultural Qualities	Moderate	National
g) Scientific Qualities	None	

### Statement of Significance

Chamberlain Place is a subdivision by the Housing Corporation of New Zealand.

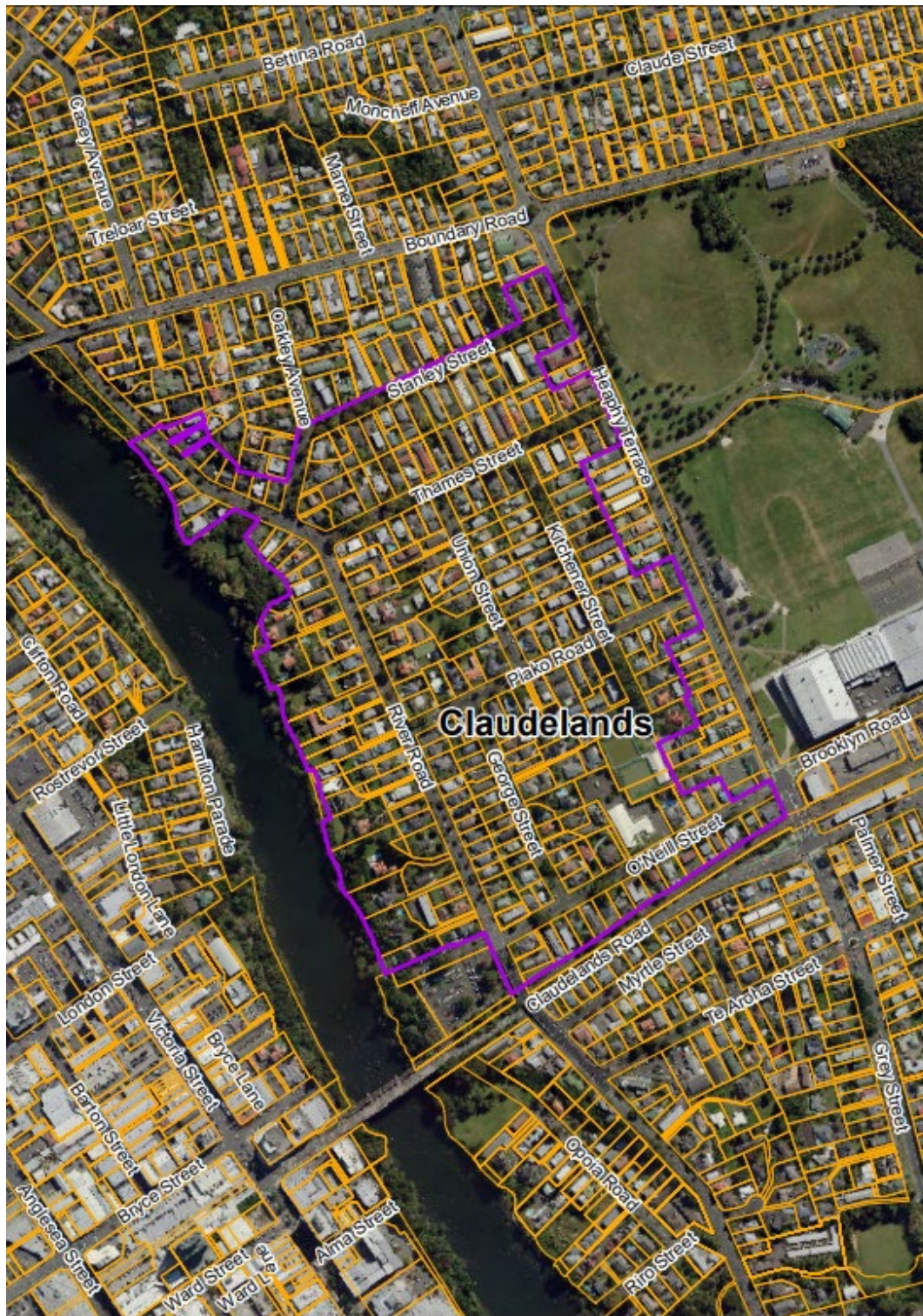
The development illustrates the development and provision of social housing by the newly formed Housing New Zealand Corporation, whilst seeking to provide generous outdoor spaces for all units around a common central open space. Whilst provision is made for vehicular access to each lot, driveways and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

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

Overall, 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. The area shows a high degree of integrity of lot size and layout from the original survey and formation of the street, with little change from its establishment. The dwellings in the street are all 1970s builds, dating from the original subdivision of the 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.



## Claudeland's Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Claudelands Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the

assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *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 early 20th Century.
- The Record Map Pt.Hamilton Domain 1935 shows subdivision patterns similar to the current time.

### *City Extension*

- Within the 1<sup>st</sup> extension, October 1912

## **Area History**

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 Koura. 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, 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 27 October 1892. Racing moved to the Te Rapa Racecourse in 1925.

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

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

- Streets which tend to meet at right angles
- Back to back lot patterns
- A relatively high-density built environment



- Retention of green open spaces in the wider area, including the 'racecourse' and associated forest



Figure 1: 1879 plan of 'Township of Claudelands', DP 79.)



Figure 2: Survey plan for O'Neill Road for Mrs Lewis O'Neill 1909, DP 4698.

## Physical Description and Key Features

As illustrated in a 1943 aerial photograph, the uptake of sections was almost complete by 1943. Whilst this would initially have led to less 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 concrete block or plaster elevations with 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. 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 3: 1943 aerial photo, (crop) SN266 14 June 1943.*

The Claudelands 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 Francis Richard Claude subdividing land beyond the boundaries of the Borough. The subsequent development of the area over time as 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 and the improved connectivity that this provided to Auckland and to the wider Waikato.

The area consists of two general forms of development; residential sites which remain largely unaltered and sites which have been redeveloped as multiunit development.

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 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.

## **Key Historical Features to be Maintained**

Where an existing dwelling displays the features below, any alterations and extensions should respect these features. Any alterations and extensions should respect the design of the principal building and site as existing. The integrity of the styles that typify the area (villa, California Bungalow, Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949)) should remain when viewed from the street. New accessory buildings of greater than 20m<sup>2</sup> on sites, where the existing principal building exhibits the features, should respect the design of the principal building and site as existing.

For redevelopment of existing multi-unit developments or other 1950s or newer developments, 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.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as The HHA 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.
- Existing building setbacks are retained.
- Buildings are generally parallel or perpendicular to the street.
- Villa and California Bungalow and other Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) styles:
  - Are painted horizontal timber weatherboard with some buildings and chimneys in light brown/buff bricks or painted plaster;
  - Generally have roof coverings that are corrugated steel (with gables or hipped forms).
  - Generally have windows with timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are single width. Large areas of parking are not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages for single units are generally detached and to the rear of dwellings, with single doors. They are generally not forward of the original building.
- Other accessory buildings, regardless of size, are generally not forward of the original building.
- Front boundaries 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, particularly hedges along front boundaries.



## 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 Francis Richard Claude, an early wealthy settler from South America. Claude bought 400 ha (990 acres) of land within the 'Claudelands' area and subdivided most of it in 1878.

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 Koura. 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. 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 27 October 1892. Racing moved to the Te Rapa Racecourse in 1925.

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

The area was included in Claude's 1878 subdivision and is shown 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 pattern 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 with:

- Streets which tend to meet at right angles
- 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

The place has **outstanding local** 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 overall layout and form of the area is typical of its development period, consisting of a broadly rectilinear grid of roads, with buildings arranged back to back between these.

The area includes a range 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, these buildings and street layout is a good remaining example of 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 uptake of sections was almost complete by 1943. Whilst this would 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 often have 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.

The older buildings are typical of their period. The subsequent flats on redeveloped sites illustrate a new form of development, 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.

The area is associated with Francis Richard Claude, who is responsible for the original urban subdivision of the land, and who was very influential in the continuing growth of the area to the east of the River.

The place has **high local** 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.*

Subdivision in the local area occurred in the late 19th Century. There are known archaeological sites alongside the River and within the area. The potential for information regarding earlier human occupation is therefore high.

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

There are records which relate to the HHA.

The place has **high local** 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 place has **no known** 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
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a) Historic Qualities	<b>Outstanding</b>	Local
b) Physical/Aesthetic/Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	<b>High</b>	Local
f) Cultural Qualities	None	Local
g) Scientific Qualities	None	

### Statement of Significance

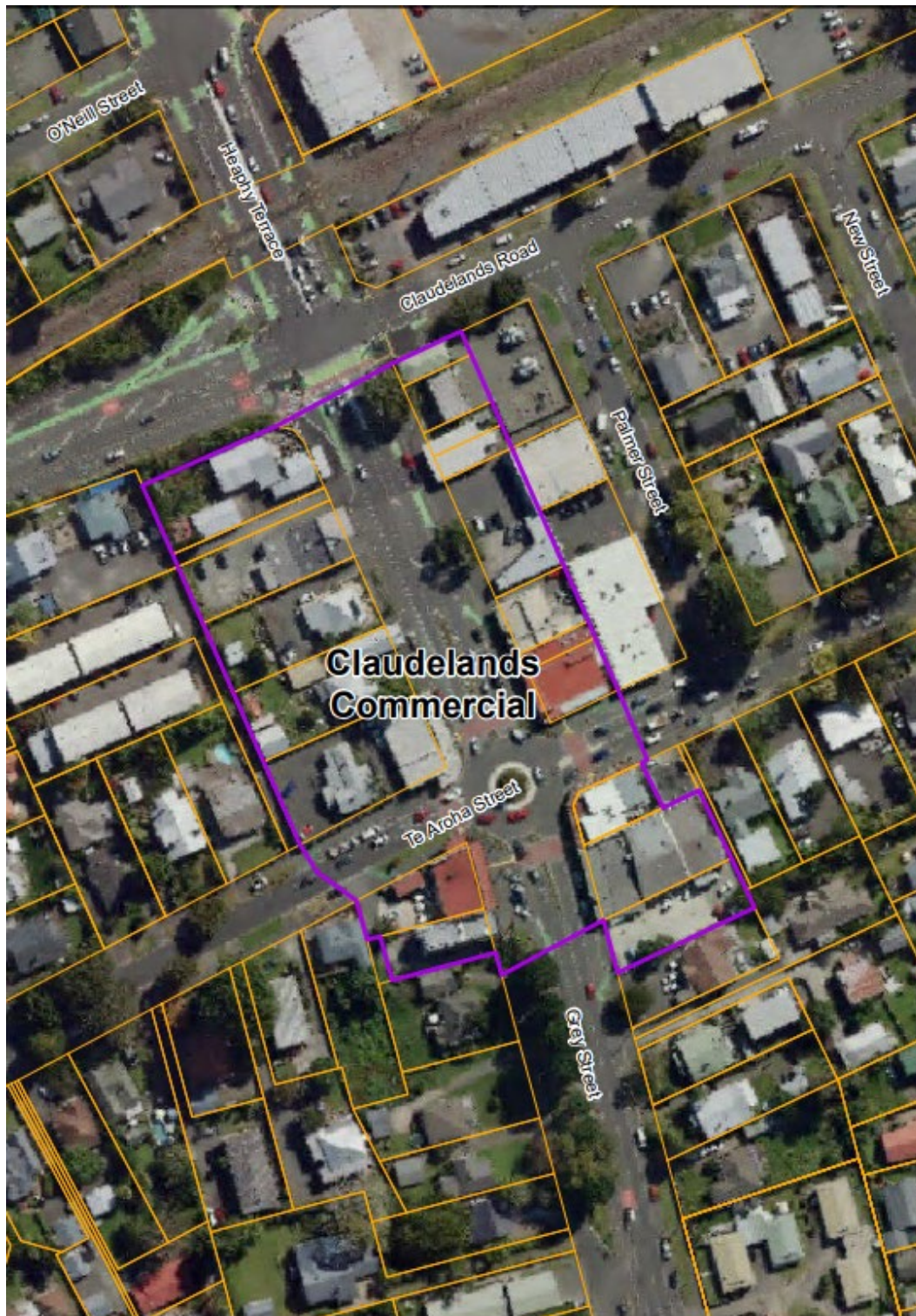
The area is an example of a very significant local developer, Francis Richard Claude, subdividing land beyond the boundaries of the Borough. The subsequent development of the area over time as guided by Claude's 1878 subdivision plan (with further subdivision from the early 20th Century onward, prior to the land being brought into the city), responded to the opening of the railway station in Claudelands in 1884 and the improved connectivity that this provided to Auckland and to the wider Waikato.

Since the area was originally developed, it has continued to evolve, responding to the further improved connectivity to the CBD brought by the adaptation of the original Claudelands rail bridge to take vehicles in 1968. Despite the intensification which has taken place, the original subdivision pattern remains broadly unchanged.

Overall, 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, 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.



## Claudeland Commercial Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Claudelands Commercial Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage

values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *Development Dates*

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

### *City Extension*

- Within the 1<sup>st</sup> extension October 1912

## **Area History**

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 Koura. 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 27 October 1892. Racing moved to the Te Rapa Racecourse in 1925.

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

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

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.





Figure 1: 1879 'Township of Claudelands', DP 79.



Figure 2: 1906 plan of the subdivision of land to the west of Grey Street (at the time known as Heaphy Terrace), - DP 3978.



Figure 3: Claudelands shopping area, Hamilton. Radcliffe, Frederick George, 1863-1923: New Zealand post card negatives. Ref: 1/2-007114-G. Alexander Turnbull Library, Wellington, New Zealand.

## Physical Description and Key Features

The 1920 photograph at Figure 3 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.



*Figure 4: Cropped and rotated 1953 aerial photo of the area, SN819 20 August 1953.*

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 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 Claudelands in 1884 (only 7 years after the railway arrived in Frankton).

## Key Historical Features to be Maintained

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- There is scope for the redevelopment of the former garage/petrol filling station site at 714/718 River Road.
- Buildings are two-storey or less.
- Buildings are built to the back edge of the footpath, except on the west side of Grey Street where existing setbacks are continued.
- Buildings utilise painted plaster elevations.
- Developments which span more than one existing street fronting lot are designed to present a differently designed frontage to the street for the width of each existing lot.
- Ground floor street frontages are divided into a series of narrow shop fronts, which comply with the broad principles of traditional shop front design, to provide interest to passersby.

## 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 Francis Richard Claude, an early wealthy settler from South America. Overall, Claude bought 400 ha (990 acres) and subdivided most of it in 1878.

It is a significant example of a developer subdividing land beyond the boundaries of the Borough. In this case the area has undergone further subdivision to create a mixed use area which has continued to evolve to respond to the needs of its local community.

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

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

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 Koura. 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 Claude, who 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 27 October 1892. Racing moved to the Te Rapa Racecourse in 1925.

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

The area of the subsequent Claudelands commercial centre was included in Claude's 1879 'Township of Claudelands' plan, although the land to the west of Grey Street (known at the time as Heaphy Terrace) was shown as a single lot running down to River Road and the land to the east was shown as subdivided into large residential sections.

Subsequent subdivisions have been granted to create the lots seen across the area today, from around the turn of the 20th Century onwards, including after the area being brought into the Borough in April 1912. The Record Map Pt. Hamilton Domain 1935 covers part of the area and shows a subdivision pattern quite similar to the layout seen today.

The street pattern created by the subsequent subdivisions remains a very clear representation of the development period.

Claude's amalgamation and subsequent subdivision of land has played a very significant role in the history of the city as it is seen today, and is associated with the coming of the railway to the area.

The place has **outstanding local** 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 area includes original shop buildings at the intersection of Grey Street with Te Aroha Street and to the north of this a number of other older shop buildings, 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, 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 other 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.

The remaining original shop buildings are typical of shop buildings of the development period. They include both shop buildings built to the street frontage (wholly in commercial use) and shops attached to owners' houses, with the dwelling set back from the street with the residential front yard beside the shop.



The older shops incorporate verandah roofs over the footpaths.

The overall street pattern remains true to Claude's original subdivision pattern. The overall layout, with shops along significant roads and at intersections of main streets, is typical of the period. The area was also proximate to the Hamilton East railway station.

The buildings are typical of the 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 area is associated with Francis Richard Claude, who is responsible for the original urban subdivision of the land, and who was very influential in the continuing growth of the area to the east of the River.

The place has **high local** 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.*

Subdivision in the local area occurred in the late 19th Century. There are known archaeological sites alongside the River and within the local area. The potential for information regarding earlier human occupation is therefore moderate.

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

The place has **moderate local** archaeological significance.

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 commercial area as a whole, and the adjacent Hamilton East (Claudelands) railway station, contribute to the overall sense of place and community identity to the wider Claudelands area.

The place has **moderate 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	<b>Outstanding</b>	Local
b) Physical/Aesthetic/Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Moderate	Local
f) Cultural Qualities	Moderate	Local
g) Scientific Qualities	None	

**Statement of Significance**

The area is an example of a very significant local developer, Francis Richard Claude, subdividing land beyond the boundaries of the Borough. In this case the area has undergone further subdivision to create a mixed use area which has continued to evolve to respond to the needs of its local community.

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

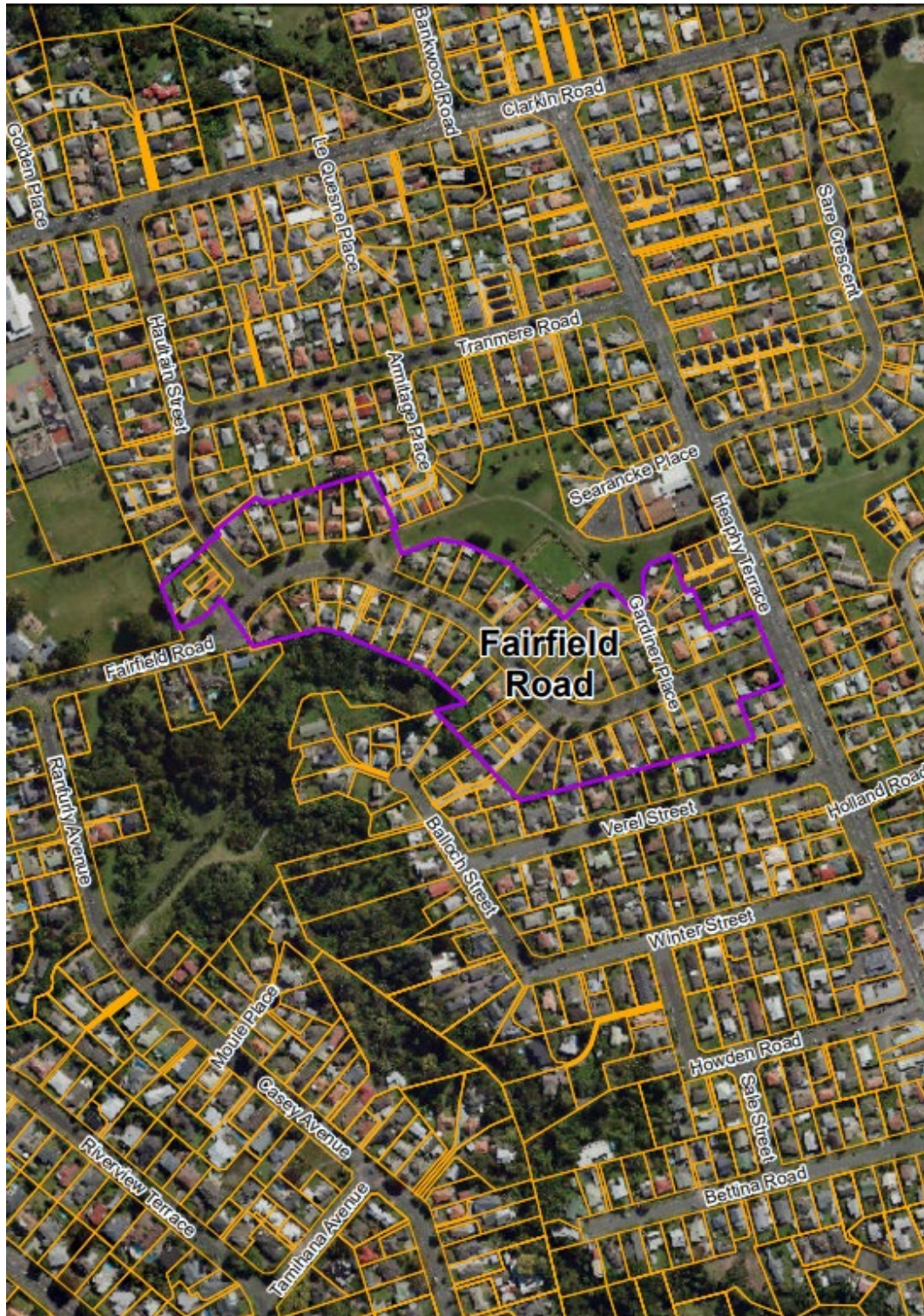
Since the area was originally developed, it has continued to evolve. Whilst there has been some site amalgamation, for instance to create the former petrol filling station at 718 Grey Street (now redeveloped), the original subdivision pattern remains broadly unchanged.

Overall, 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 Claudelands in 1884 (only 7 years after the railway arrived in Frankton).

## Fairfield Road Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Fairfield Road Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the

assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

### **Development Period**

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

Early Post War Expansions Development Period (1950 to 1980)

#### *Development Dates*

- Between 1949 and 1953

#### *City Extension*

- Within the 5<sup>th</sup> extension, April 1949

### **Area History**

The state housing on Fairfield Road was built 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.<sup>1</sup>

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

The development already existing in the area prior to its being incorporated illustrates the pressure for development during the period and the scale of development which took place around the time of the expansion of the city. It also 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.

### **Physical Description and Key Features**

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

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

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<sup>1</sup> Hamilton City Libraries



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.



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



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

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 latter being 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.

## **Key Historical Features to be Maintained**

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 20m<sup>2</sup> on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing. Alterations or new buildings should utilise designs and materials which match the original early state houses which typify the area. The integrity of the early state houses should remain when viewed from the street.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Amalgamation of sites is discouraged, although subdivision of the rear of existing lots may be acceptable provided that front units respect existing building setbacks.
- Buildings are parallel or perpendicular to the street.
- Buildings are generally painted horizontal timber weatherboard, with some buildings, and all chimneys, in painted roughcast plaster.
- Roofs coverings are brown or terracotta colour clay tiles with gables or hipped forms.
- Generally, windows have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are single width. Large areas of parking are 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 are generally detached and to the rear of dwellings, with single doors.
- Garages are not forward of the original building.
- Other accessory buildings, regardless of size, are generally not forward of the original building.
- Front boundaries are open or have low timber fences. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.

## **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 development illustrates that the housing shortage in Hamilton, which became apparent in the late 1920s, was still an issue and there was pressure for new housing development in post war Hamilton.

The Fairfield project, involving the construction of 800-1000 houses, was announced in April 1946. A first block of 23 houses at Fairfield was on the way to completion by June 1947, constructed using carpenters from the No 20 training centre for ex-servicemen in Hamilton East.

Fairfield Road itself is not representative of a single period of development. The HHA consists of the curving section of Fairfield Road from Haultain Street to Heaphy Terrace along with the short Gardiner Place which links north from this. This section was developed as part of a much larger block including streets to the north. The western portion from Haultain to Woodstock includes a later school development, and roads near the river were developed prior to 1940.

The area delineated by the HHA is one of a large number of places initially developed in the 1950s in Hamilton.

The place has **high local** 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 building stock includes typical examples of post-war state house architecture from the second half of the 20th century. This is mixed with infill development from the early 2000s, particularly on subdivided or rear sites and within the visual catchment, but outside the delineated area. Based on historical analysis of aerial photography, around 59% of dwellings within the HHA were established through the initial subdivision and construction period with which the area is associated 1950-1960

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

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

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

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



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).

While some buildings of the state house style associated with development period of interest have been obviously modified the majority within the HHA demonstrate reasonable integrity of design. Subdivision patterns have degraded to a degree as a result of later infill particularly from the 2000s.

The buildings are typical of state houses of the 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 state houses being built at the time, rather than being designed by a particular known practitioner.

The place has **moderate local** 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.*

Development of the area did not begin until the late 1940s. The potential for information regarding earlier human occupation is low.

The place has **low local** 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 area has some significance as an area of state housing (which is in itself of National significance) constructed reasonably early after the end of the World War II, likely using ex-servicemen who had retrained in Hamilton.

The place has **low national** 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	<b>High</b>	Local
b) Physical/Aesthetic/Architectural Qualities	Moderate	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local
f) Cultural Qualities	Low	National
g) Scientific Qualities	None	

**Statement of Significance**

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.

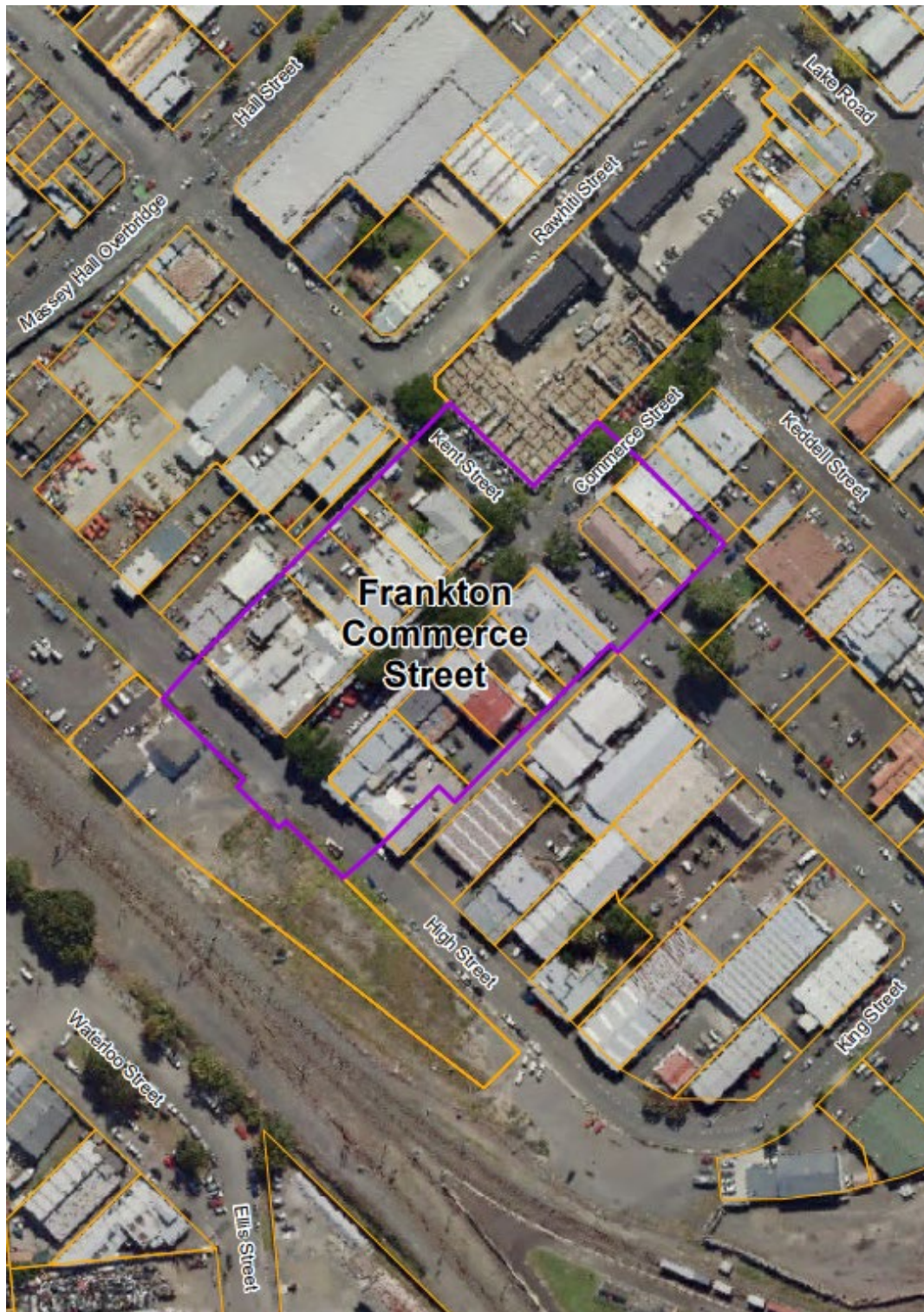
Developed by the state at the end of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and crossing into the Early Post War Expansions (1950 to 1980) development period, the area reflects some of each, with the simple state house designs reflecting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

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

Overall, the 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. 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.

## Frankton Commerce Street Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Frankton Commerce Street Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage



values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

### **Development Period**

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

### **Development Dates**

- From the opening of the Railway in 1877

### **City Extension**

- Within the 2<sup>nd</sup> extension 1917

### **Area History**

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 Jollys 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.<sup>1</sup> The land was peaty and low-lying which meant it required draining.<sup>2</sup> Sections were sold cheaply and most commonly to wage earners and labourers.<sup>3</sup>

In 1902, only four houses stood in the area, but this increased to seventy in only four years.<sup>4</sup> By 1910 Frankton was firmly established as a railway town, with over eighty trains arriving per day.<sup>5</sup> 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

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.

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<sup>1</sup> Hamilton City Libraries, "Frankton History", last accessed 25 June 2024:  
<https://hamiltonlibraries.co.nz/heritage/discover-stories-and-articles/frankton-history>

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

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.

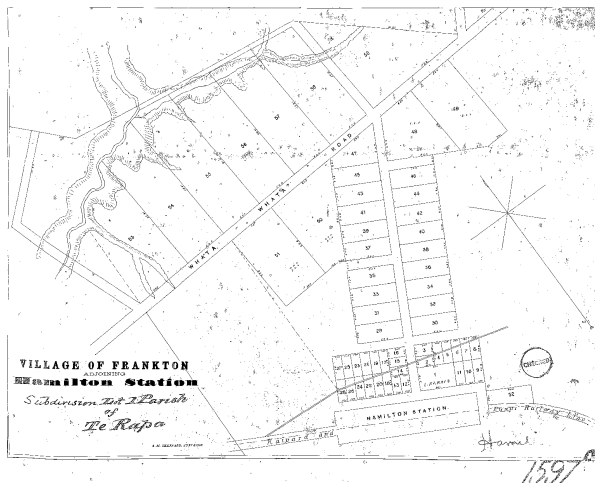


Figure 1: Undated survey plan 'Village of Frankton adjoining Hamilton Station'.

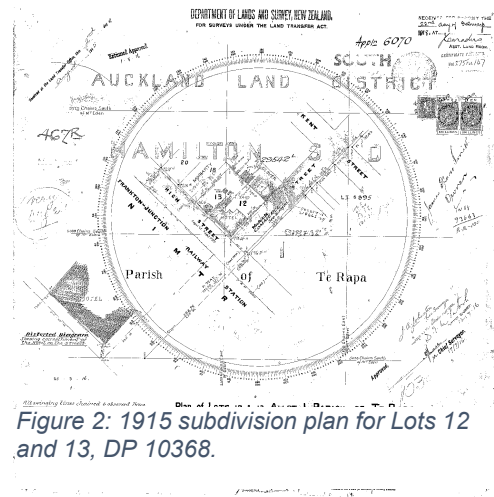


Figure 2: 1915 subdivision plan for Lots 12 and 13, DP 10368.





Figure 3: Frankton Junction c.1880, Hamilton City Libraries HCL\_02362.

### Physical Description and Key Features

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 verandas 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 the ground floor, but contains full width glazing at the first floor, typical of the 1960s period.

A number of historic shop buildings remain on Commerce Street between Kent Street and Lake Road. However, recent demolition and redevelopment on the west side of the street has had a negative impact on the 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 4: 1966, showing traffic moving across the railway, (crop) SN1887 26 July 1966.*

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.

## Key Historical Features to be Maintained

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

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

## 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 is directly associated with the coming of the Railway to Hamilton, with the station opening in 1877 and along with that, demand for the development of the area.

The development of Frankton has a significant place in the history of Hamilton.

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 Jollys offered them access through their farm.

The trainline opened on 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. The coming of the Railway to Hamilton is very significant to the city and region, as it provided for significantly improved connections to Auckland.

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 outbuilding sheds. By this time Frankton's population was over 1000 (reached in 1913) and it had been proclaimed a Borough.

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.

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.*

A number of buildings remain which illustrate continued development of commercial centre, which represents a series of development periods which are important to the history of Hamilton, and associated with the coming of the railway, a significant event in the history of Waikato.

There are a number of significant buildings within the area which illustrate its important role in the development of Hamilton. This includes 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 the first floor, typical of the 1960s period.

A number of historic shop buildings remain on Commerce Street between Kent Street and Lake Road. However, recent demolition and redevelopment 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.

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 of their period, rather than being designed by a particular known practitioner.

The place has **high local** 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 area is associated with the coming of the railway to Hamilton/Waikato. This was an important milestone/achievement in the history of the region.

The place has **high regional** 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.*

Development of the area began in the late 19th Century. There is a known archaeological site within the local area. The potential for information regarding earlier human occupation is therefore high.

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

The place has **high local** 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.*



As the commercial centre of Frankton, being the location of former civic offices and the railway station (which was significant to the history of Hamilton and the Waikato as a whole), the area plays a significant role in the sense of place and community identity of Frankton and Hamilton.

As the commercial centre of Frankton, being the location of former civic offices and the railway station (which was significant to the history of Hamilton and the Waikato as a whole), the area has symbolic significance to the descendants of people who used it. It provides an opportunity to increase the past events of Frankton and Hamilton.

The place has **outstanding regional** 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	<b>Outstanding</b>	Regional
b) Physical/Aesthetic/Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	<b>High</b>	Regional
e) Archaeological Qualities	<b>High</b>	Local
f) Cultural Qualities	<b>Outstanding</b>	Regional
g) Scientific Qualities	None	

**Statement of Significance**

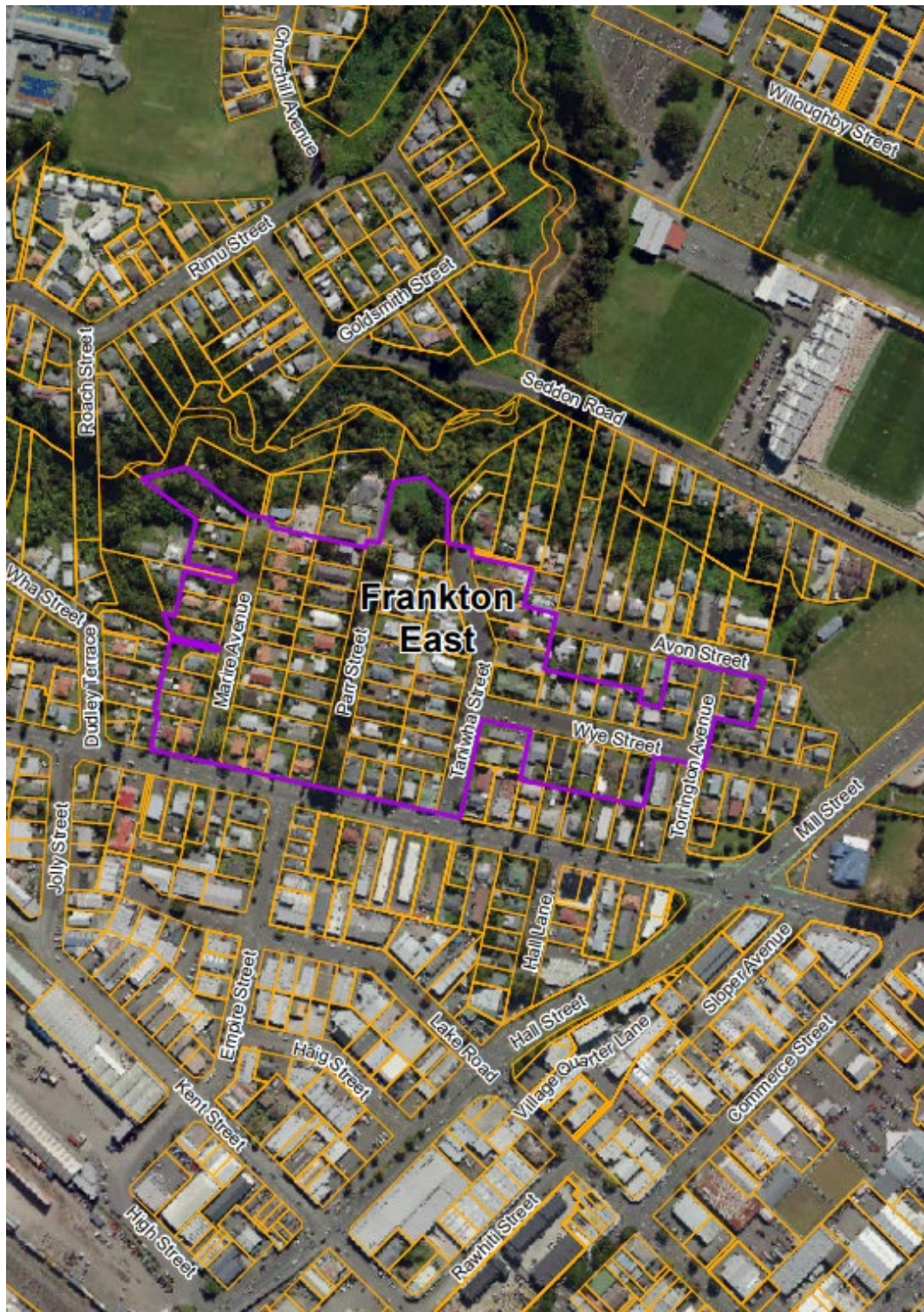
The area illustrates the historic significance of Frankton as a Borough and the important role that Frankton and the Frankton Railway Junction have had in the history and growth of Hamilton and the Waikato.

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

Overall, the area 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 Borough and suburb in its own right. 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.

## Frankton East Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Frankton East Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the



assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *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 2<sup>nd</sup> extension, 1917

### Area History

The site was originally pastoral land, sold to T. H. Mills in 1920.<sup>1</sup> The land at Parr and Taniwha Streets was surveyed for subdivision in June 1922.<sup>2</sup> Mills subdivided the land as 'Edwards Estate.'<sup>3</sup>

Sections nearby at Maeroa were being formed as early as 1910 and connected to Frankton and Hamilton by a bridge of the Maeroa Gully in 1912.<sup>4</sup> Norton Road formed a significant link and route into the Hamilton City centre.

Marire Avenue was not surveyed until March 1936 and the lots were sold by Thomas Reynolds and Francis Pinfold to the Crown in June 1937.<sup>5</sup> Tenders for the construction of state housing at Norton Road were called at the end of May 1937 with 21 houses to be constructed. The majority were constructed as single dwellings, with two two-unit flats.<sup>6</sup> The construction of these units was expected to relieve an "acute shortage of accommodation in Hamilton." Foundations for several houses were laid by October 1937, with reinforced concrete piles and heart Rimu. All houses had individual designs with variety in external appearance with a range of claddings – brick, plaster, or wood.<sup>7</sup> By December 1940, all dwellings at Norton Road, Marire Avenue, and Dudley Terrace, comprising 23 units, had been constructed.<sup>8</sup>

Marire Avenue was reportedly named after the Māori religion, Poi Mārire.<sup>9</sup>

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

<sup>2</sup> Deed 404.

<sup>3</sup> Waikato Times, 5 October 1922, p. 6.

<sup>4</sup> Alice Morris and Mark Caunter, "Kirikiriroa - Hamilton's European Settler History", October 2021 (June 2024 version), pg.35.

<sup>5</sup> DP26311; SA528/244.

<sup>6</sup> Te Awamutu Courier, 7 May 1937, p. 4.

<sup>7</sup> Waikato Times, 20 October 1937, p. 6.

<sup>8</sup> Waikato Times, 11 December 1940, p. 6.

<sup>9</sup> Morris and Caunter, "Kirikiriroa", pg. 39.

The earliest aerial is dated 1943 and shows the sections surrounding Marire, Parr, and Taniwha Streets as fully developed (Figure 1). 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.

### Physical Description and Key Features

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

There are a variety of 1920s and 1930s housing typologies on Parr, Taniwha, Wye and Torrington Streets, largely California and English bungalow styles.



*Figure 1: Marire Avenue, Parr Street, and Taniwha Street in 1943, (crop)  
(SN266 14 June 1943).*

The dwellings across the area generally have a consistent setback and are oriented parallel to the street front. Lots are largely of 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.

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.

### **Key Historical Features to be Maintained**

Where an existing dwelling displays the features below, any alterations and extensions should respect these 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 20m<sup>2</sup> on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing. Alterations or new buildings should utilise designs and materials which match the original buildings on the site. The early state houses and English and Californian bungalows should retain their integrity when viewed from the street. Where Ellis and Burnand features are present, they should be retained.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, 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.
- Existing building setbacks are retained.
- Buildings are parallel or perpendicular to the street.
- The English and California bungalows typically have painted horizontal timber weatherboard with painted plaster chimneys and corrugated steel roofs with gabled forms.
- 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).
- In all cases, windows have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are 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 are generally detached and to the rear of dwellings, with single doors.
- Garages are not forward of the original building.
- Other accessory buildings, regardless of size, are generally not forward of the original building.

- Front boundaries are open in Marire Avenue. Elsewhere they are 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.

## **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.*

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

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

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. 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. Tenders for the construction of state housing at Norton Road were called at the end of May 1937, with 21 houses to be constructed. The majority were constructed as single dwellings, with two two-unit flats. 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. By December 1940, all State dwellings at Norton Road, Marire Avenue, and Dudley Terrace, comprising 23 units, had been constructed.

The subdivision and development of Torrington Avenue through to Parr Street, provides evidence of local landowners and speculators capitalising on the growth in 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 layout of the street with back to back lots is typical of the development period.

The place has **moderate local** 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 varied development styles are representative of significant periods of development in Hamilton:

- Marire Avenue has a variety of state housing typologies in a mix of claddings and construction materials ranging from weatherboard to brick.
- Parr, Taniwha, Wye and Torrington Streets include a variety of 1920s and 1930s housing typologies of largely California and English bungalow styles.

The state houses are attractive in appearance and incorporate cottage designs as seen within Hayes Paddock, with warm terracotta clay tiles, and darker brown clay tiles over weatherboard, plaster or brick elevations. They have a mixture of hipped and gabled roofs.

There are a variety of 1920s and 1930s housing typologies on Parr, Taniwha, Wye and Torrington Streets, largely California and English bungalow styles.

In general, the buildings are of interest in so much as they are typical of houses of the period and of early state housing, rather than being designed by a particular known practitioner. However, the incorporation of joinery from Ellis and Burnand (and the likely prefabrication of parts) adds a layer of significance to them.

The place has **high local** 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 first streets were surveyed for subdivision in 1922. The potential for information regarding earlier human occupation is therefore low.

The place has **low local** 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 area has some significance as an area of early state housing (which is in itself of National significance). The housing in Marire Avenue can be seen as an example of the integration of State housing tenants into suburban communities, rather than forming large estates.

The place has **low national** 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	Moderate	Local
b) Physical/Aesthetic/Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local
f) Cultural Qualities	Low	National
g) Scientific Qualities	None	

**Statement of Significance**

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

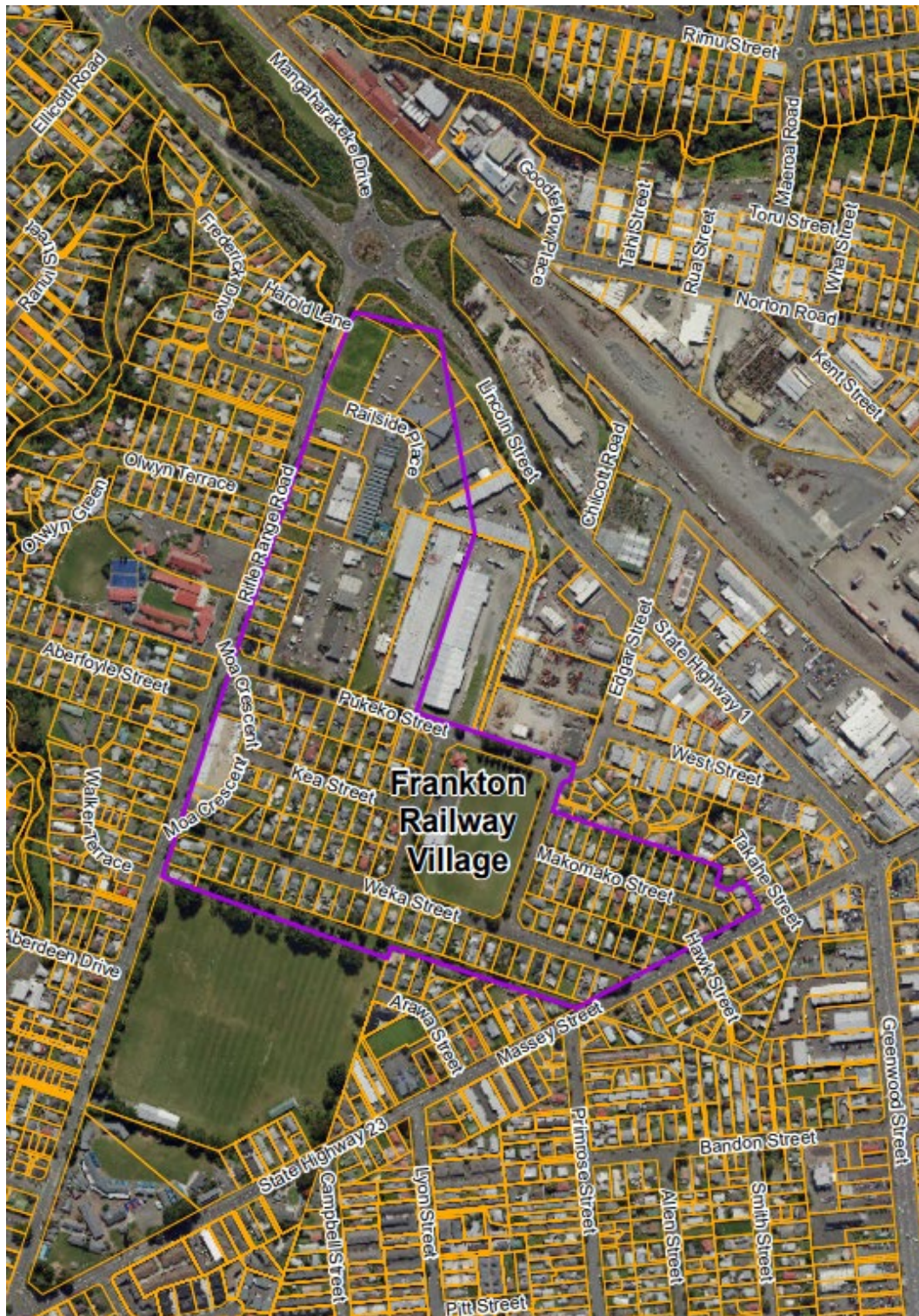
The area is largely occupied by 1920s and 1930s dwellings that date to the original subdivision of the area. There are a mix of architectural styles including bungalows and villas, with a range of State housing building typologies on Marire Street.

Overall, the 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 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.



# Frankton Railway Village Historic Heritage Area Statement



## Purpose

This Statement describes the historic heritage values of the Frankton Railway Village Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage

values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *Development Dates*

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

### *City Extension*

- Within the 2<sup>nd</sup> Extension, April 1917

## **Area History**

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 its own end within a few short years, while in the meantime, populating the countryside with small and perfectly formed homes which still stand today.

The factory was established at Frankton and was built over a short period in 1921 – 1922. Production began in 1923 and timber from the Railways Department's own forests was fashioned into prefabricated houses. The entire house would be bundled up and sent on a railcar to any corner of the North Island that there might be a railway worker with a booklet to assist the builder at the other end. None of these houses were built in the South Island because of the greater shipping costs.

At their destination, the houses only took about three weeks to construct, the jigsaw often put together by the railway worker himself or other unskilled labour.

To keep expenses low, houses were small and came in a number of standard designs. Most had three bedrooms, although another could be added to accommodate large families. The kitchen was the largest room and social hub of the home. It was designed so that a dining table and easy chairs could be placed around a cosy coal range.

Between 1923 and 1926 increased efficiencies saw production rise to 500 houses per year and the cost of a five-room house fall from £831 to £635. This success led to the scheme's downfall. Timber companies threatened by state competition scuttled the scheme by convincing the government that private enterprise could build workers' houses more cheaply.

During the 1920s the Railways Department built the whole Railway Village at Frankton and another suburb in Moera, Lower Hutt. Smaller settlements were scattered along main trunk

and secondary lines, including Sunshine Village, Taumarunui and Egmont Street, Ohakune, both of which are located away from the immediate route of the railway.<sup>1</sup>

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 a 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

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<sup>1</sup> Background has been informed by "Outside the mainstream", Manatū Taonga — Ministry for Culture and Heritage, 21 July 2014, last accessed 27 June 2024: <https://nzhistory.govt.nz/culture/we-call-it-home/outside-the-mainstream> and "Frankton Junction Railway House Factory", Places NZ, last accessed 27 June 2024: <https://places.nz/places/waikato/hamilton-raglan/frankton-junction-railway-house-factory-11626>



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.

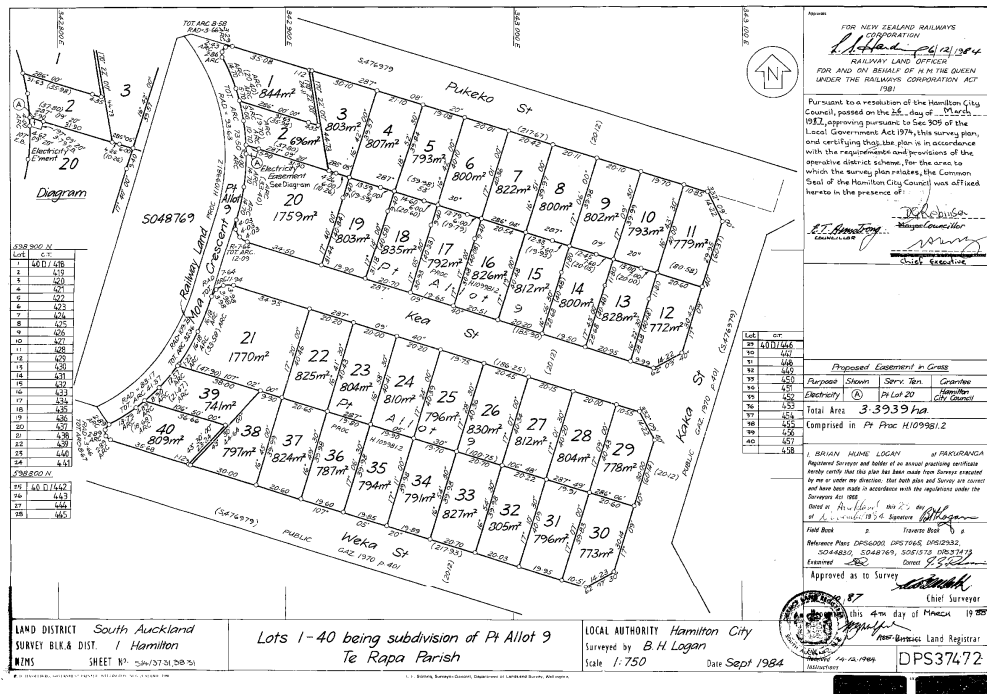


Figure 1: 1984 survey plan, DPS 37472.

## Physical Description and Key Features

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. 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 and dimension of lots vary a little (around 800m<sup>2</sup>). Dwellings are regularly arranged, with consistent setbacks, parallel to the street with generous space around them.



*Figure 2: Frankton Railway Village and Railway Factory - 1930. The sawtooth factory roof is seen between piles of cut timber (Alexander Turnbull Library WA62752-G).*

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 largely 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.

### **Key Historical Features to be Maintained**

Where an existing dwelling displays the features below, any alterations and extensions should respect these 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 and utilise design and materials which match the original buildings on site. New accessory buildings of greater than 20m<sup>2</sup> on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing. Alterations to the factory building should respect the overall shape, form and materials of the building as existing.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as the HHA shows a high degree of integrity of lot size and layout from its establishment.
- Existing building setbacks are retained.
- Buildings are perpendicular to the street.
- Buildings retain their existing Railway Cottage appearance, with villa and California Bungalow influences.
- Timber horizontal weatherboard elevations.
- Hipped, gabled and Dutch gable roofs with corrugated steel covering, and exposed rafters under projecting eaves.
- Front doors face the street, central to the elevation, with porch roof supported by timber posts.
- Existing porches are maintained and repaired. Porches on existing and new buildings are 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.
- Windows are double hung sash windows, with the upper sash divided into nine panes and the lower into two, or side hung casement windows, with projecting surrounds and projecting cornices over their heads.
- Whilst front boundaries vary, fences are generally low. Fences may be timber picket fences or timber and wire fences with a significant degree of transparency.
- Driveways are single width. Large areas of parking are not provided to the front of houses, over and above the driveway which can widen to the front of garages.
- Garages are generally detached and to the rear of dwellings, with single doors.
- Garages are not forward of the original building.
- Other accessory buildings, regardless of size, are not forward of the original building.

## **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 a direct association with New Zealand Railways. The coming of the railway to Frankton in 1877 was a significant milestone in the development of Hamilton and the Waikato. The development of the site for the factory and workers' village was a further significant milestone.

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 largely unaltered, and whilst the factory building has undergone more change, it still maintains its original shape and form. The area illustrates the historic significance of Frankton as a Borough and the important role that Frankton and the Frankton Railway Junction have made to the history and growth of Hamilton.

The 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 Railways 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 its own end within a few short years, in the meantime, populating the countryside with small and perfectly formed homes which still stand today.

The factory was established at Frankton and was built over a short period in 1921 – 1922. Production began in 1923 and timber from the Railways Department's own forests was fashioned into prefabricated houses. The entire house would be bundled up and sent on a railcar to any corner of the North Island that there might be a railway worker, with a booklet to assist the builder at the other end. None of these houses were built in the South Island because of the greater shipping costs.

At their destination, the houses only took about three weeks to construct, the jigsaw often put together by the railway worker himself, or other unskilled labour.

To keep expenses low, houses were small and came in a number of standard designs. Most had three bedrooms, although another could be added to accommodate large families. The kitchen was the largest room and social hub of the home. It was designed so that a dining table and easy chairs could be placed around a cosy coal range.

Between 1923 and 1926 increased efficiencies saw production rise to 500 houses per year and the cost of a five-room house fall from £831 to £635. This success led to the scheme's downfall. Timber companies threatened by state competition scuttled the scheme by convincing the government that private enterprise could build workers' houses more cheaply.

During the 1920s the Railways Department built the whole Railway Village at Frankton and another suburb in Moera, Lower Hutt. Smaller settlements were scattered along main trunk and secondary lines, including Sunshine Village, Taumarunui and Egmont Street, Ohakune, both of which are located away from the immediate route of the railway.

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.

The grid street pattern, with large areas of public open space is typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

The place has **outstanding national** 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 dwellings are all Villa and California Bungalow cottages, of standard designs, which were used for all NZ Railways cottages across the North Island whilst the factory in operation.

The factory building has a saw tooth roof design, with lights bringing in southern light.

The Railway Cottages represent a nationally important aspect of the development period.

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 contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing.

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. 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.

The sizes of lots varies a little (around 800m<sup>2</sup>). Dwellings are regularly arranged, with consistent setbacks, parallel to the street with generous space around them.

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 a 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.

An integral part of the Frankton Junction settlement was the inclusion of recreational buildings including the Railways Institute which catered for the "social, mental and health needs" of the railway families. It was probably pre-cut at the house factory and built voluntarily by railway employees including the staff of the Mill and House Factory who were responsible for most of the construction and the locomotive and railway men who did the unskilled work. Both the cottages and overall layout of the area have been altered very little since they were originally constructed; their integrity is a significant factor in their significance. Whilst the factory and its surroundings have been altered more, the overall form of the building has not.

The cottages and Institute buildings are significant in so much as they were manufactured as 'kit sets' in the factory building.

The buildings were designed by the Architectural Branch of the Railways Department, headed by George Troup. Similar designs were utilised for Railway Houses across the North Island. The standardised dwellings have made a significant contribution to the history of NZ as a whole.

The place has **outstanding national** 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 area is significant in that the factory produced complete kitset houses, which were subsequently constructed to form the workers' village and in a wide variety of other locations across the whole north island.

The place has **high national** 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 development of the factory began in 1921, and the houses followed this. The potential for information regarding earlier human occupation is therefore low.

There are no archaeological records regarding the proposed HHA or local area.

The Railways Institute and the Area as a whole are included on the New Zealand Heritage List Rārangi Kōrero.

The place has **low local** 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 area was designed to provide for the social needs of the railway community, with the large area of open space being an essential element of the original design and layout of the area. The village as a whole was a focus for the railway community.

The factory and village have played an important role in the history and identity of Hamilton. Its retention is significant to this continuing.

As a planned settlement, it provides the opportunity for future generations to learn about a significant time and event in New Zealand's history.

The place has **outstanding national** 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:



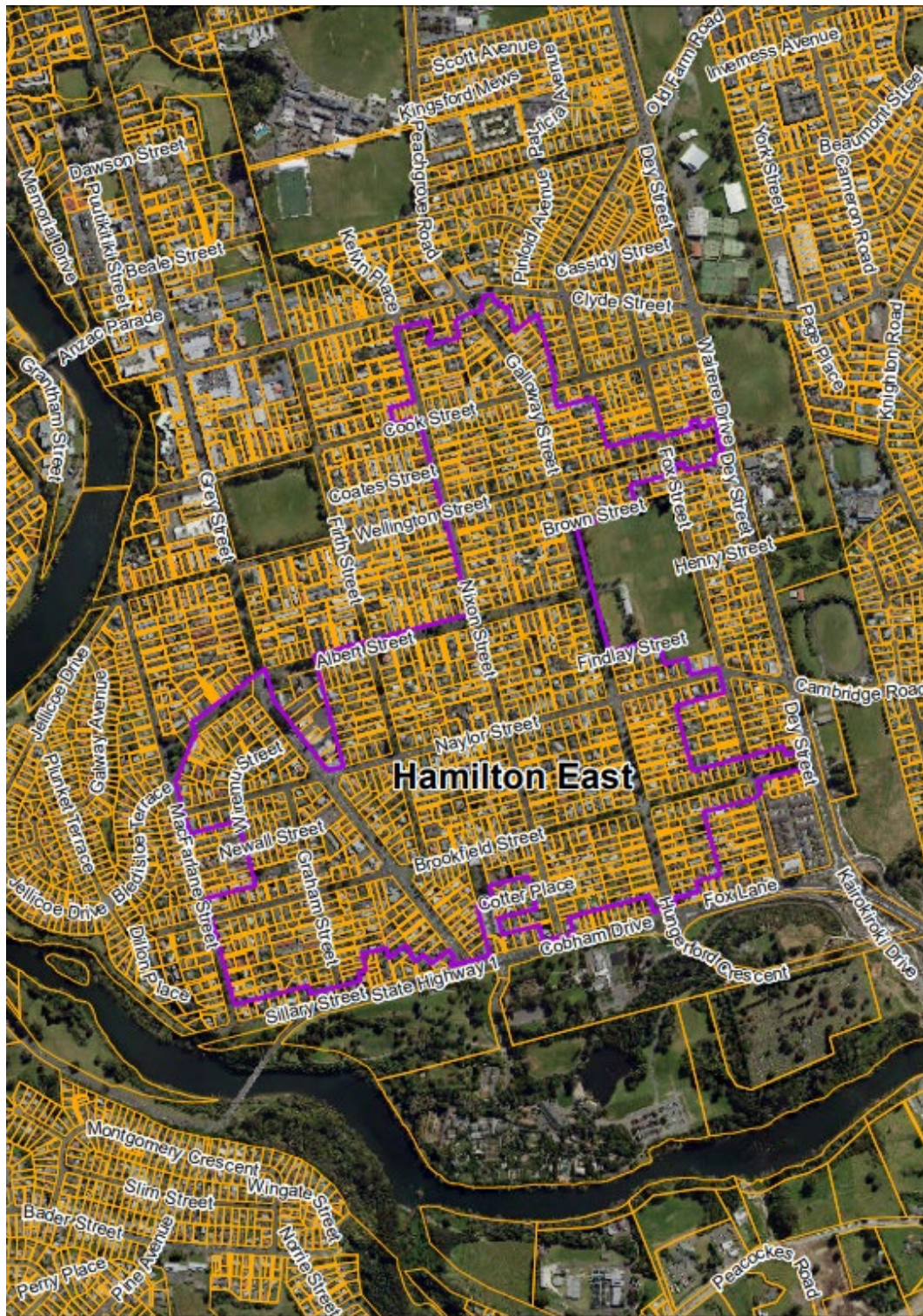
Heritage Criteria	Significance	Context
a) Historic Qualities	<b>Outstanding</b>	National
b) Physical/Aesthetic/ Architectural Qualities	<b>Outstanding</b>	National
c) Context Qualities	Not assessed	
d) Technological Qualities	<b>High</b>	National
e) Archaeological Qualities	Low	Local
f) Cultural Qualities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

### Statement of Significance

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 largely unaltered, and whilst the factory building has undergone more change, it still maintains its original shape and form. Tall fences to the front of building lines would have a negative impact on the heritage values of the area, but timber picket fences or timber and wire fences with a significant degree of transparency of up to 1.2m could be inserted whilst maintaining the historic heritage values of the area.

Overall, 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 exhibits **Outstanding** heritage significance as it is a relatively unmodified example of a planned railway settlement. 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.

# Hamilton East Historic Heritage Area Statement



## Purpose

This Statement describes the historic heritage values of the Hamilton East Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the



assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

Pioneer Development (1860 to 1889)

### *Development Dates*

- European development from around 1864

### *City Extension*

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

## **Area History**

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.

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 4000m<sup>2</sup>) 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.

### **Physical description and Key Features**

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.<sup>44</sup> 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 when 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 1: 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 assists 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 the fact 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.

### **Key Historical Features to be Maintained**

Where an existing dwelling displays a particular architectural style or period, any alterations and extensions should continue this. New accessory buildings of greater than 20m<sup>2</sup> should respect the design of the principal building and site as existing. Alterations or new buildings should utilise designs and materials which match existing buildings in the area, including the Pioneer period and Late Victorian, Edwardian and during and after inter-war growth styles. Alterations should reflect the design and materials of the building as existing. The integrity of these styles should remain when viewed from the street. 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.

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.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- 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.
- Existing building setbacks are retained.
- Buildings are parallel or perpendicular to the street.
- Driveways, including those to rear sites, are single width (or as close to this as possible with the use of passing spaces). On front sites, large areas of parking are not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages are generally detached and to the rear of dwellings, with single doors.
- Garages are not forward of the original building.

- Other accessory buildings, regardless of size, are not 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 are no more than 1.2m high to reduce their impact on the historic heritage values of the area, and are generally low timber picket fences.

## 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.
- 1920s when many Californian Bungalows were 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 with demand by returned servicemen for housing, 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.

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 4000m<sup>2</sup>) 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).

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 Rāangi 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	<b>Outstanding</b>	Regional
b) Physical/Aesthetic/Architectural Qualities	<b>Outstanding</b>	Regional
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	<b>Outstanding</b>	Regional
f) Cultural Qualities	<b>High</b>	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.

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.

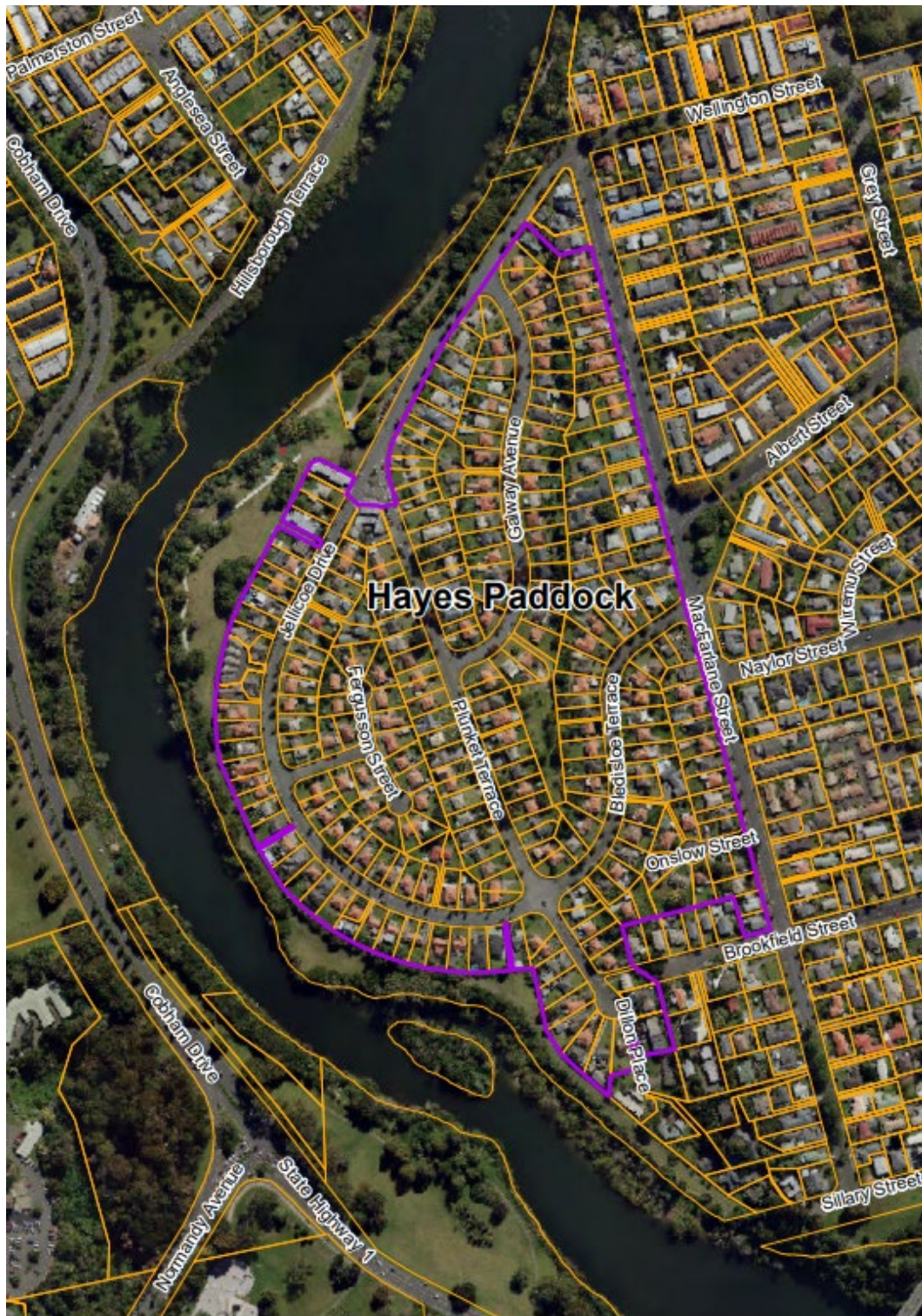
Hamilton East is one of the first established suburbs in the city. It was laid out as a grid road development in the 1860s. Whilst these blocks have been further subdivided since they were originally established, they remain the key feature of the urban morphology of the area.

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 assists 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 the fact 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.



## Hayes Paddock Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Hayes Paddock Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and

the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

### **Development Period**

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

Early Post War Expansions (1950 to 1980)

### *Development Dates*

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

### *City Extension*

- Within the boundaries of the original Borough

### **Area History**

The area was initially set aside as a reserve in 1864 and owned by the Hamilton Borough Council and leased to William Hayes in 1903 and, later, L. C. Buckenham.<sup>1</sup> The area was a popular recreational reserve on the banks of the Waikato River and was well used by the local community. Many protested the proposed development of the land in the 1930s.<sup>2</sup>

The land at Hayes Paddock was requisitioned by the Government in 1938.<sup>3</sup> The land was surveyed between 1939 and 1943, with streets named after former Governor-Generals - Earl John Jellicoe, William Lee Plunket, Sir George Monckton-Arundell (8th Viscount Galway), Viscount Bledisloe, and Sir James Fergusson.<sup>4</sup>

The State housing scheme was widely publicised.<sup>5</sup> The subdivision was designed by Reginald Hammond – the Department of Lands and Survey planner, who was heavily influenced by Garden Suburb ideals. The Hayes Paddock development was designed with curvilinear streets and interwoven green spaces that responded to the sloping and curved topography of the site in the bend of the Waikato River. The suburb design included features that would encourage community and connection, from a commercial hub at the corner of Jellicoe Drive and Plunket Terrace to ‘public’ front areas with a diagonal footpath to the front door.<sup>6</sup>

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<sup>1</sup> SO 201; Waikato Times, 14 September 1938; Alice Morris and Mark Caunter, “Kirikiriroa - Hamilton’s European Settler History”, October 2021 (June 2024 version), pg.17.

<sup>2</sup> Waikato Times, 4 June 1937, p. 9; Bill McKay and Andrea Stevens, “Beyond the State: New Zealand State Houses from Modest to Modern”, Penguin, Auckland: 2014, pg. 55.

<sup>3</sup> Waikato Times, 14 September 1938; King Country Chronicle, 15 September 1939, p. 5.

<sup>4</sup> DPS927; DPS928; Waikato Times, 15 November 1939, p. 1.

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

<sup>6</sup> McKay and Stevens, “Beyond the State”, p. 257.



Construction on some housing began immediately.<sup>7</sup> Fifty-one units had been completed by December 1940, with 129 units still under construction.<sup>8</sup> Hayes Paddock was regarded as the model State housing project.<sup>9</sup>

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



Figure 1: Hayes Paddock HHA in 1948, (crop with overlay) SN530 3 December 1948.

### Physical Description and Key Features

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 similar form, is constructed of similar materials, and have similar setbacks, providing a consistent appearance to the street. Some Moderne housing is present.

There are limited boundary fences at the street front, which is an original feature of the Garden Suburb, where fencing was considered to detract from the desired ambience.<sup>11</sup> The

<sup>7</sup> DPS927; DPS928; Waikato Times, 15 November 1939, p. 1.

<sup>8</sup> Waikato Times, 11 December 1940, p. 6.

<sup>9</sup> Waikato Times, 11 May 1940, p. 6.

<sup>10</sup> McKay and Stevens, "Beyond the State", p. 55.

<sup>11</sup> McKay and Stevens, "Beyond the State", p. 257.

sweeping streets, riverside parks, and cohesive unity of style throughout Hayes Paddock contribute to the strong village character of the area.



*Figure 2: Aerial photograph of Hayes Paddock housing in 1951, National Library, WA-27956.*

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 and 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.

### **Key features to be Maintained**

Where an existing dwelling displays the features below, any alterations and extensions should respect these 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 20m<sup>2</sup> on sites, where the existing principal building exhibits the features, should respect the design of the principal building and site as existing. Alterations or new buildings should utilise designs and materials which match the original early state houses which typify the area. The integrity of the early state houses should remain when viewed from the street.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as the HHA shows a high degree of integrity of lot size and layout from the original subdivision pattern of the area.
- Existing building setbacks are retained.
- Buildings are parallel to the street.
- Buildings are generally painted horizontal timber weatherboard, painted brick, painted plaster or some warm orange/red brick.
- Chimneys are warm orange/red brick/painted plaster plinth areas.
- Roofs coverings are brown or terracotta colour clay tiles with gables or hipped forms.
- Generally, windows have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are single width, formed of two parallel strips of concrete.
- Large areas of parking are 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 are generally detached and to the rear of dwellings, with single doors.
- Garages are not forward of the original building.
- Other accessory buildings, regardless of size, are not forward of the original building.



- Front boundaries are 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; retaining these as existing (and not heightening them) is encouraged.

## **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 development illustrates that the housing shortage in Hamilton, which became apparent in late 1920s, was still an issue and there was pressure for new housing development in post war Hamilton. 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.

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. 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.

The land at Hayes Paddock was requisitioned by the Government in 1938. 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.

The State housing scheme was widely publicised. 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 with a diagonal footpath to the front door.

Construction on some housing began immediately. Fifty-one units had been completed by December 1940, with 129 units still under construction. Hayes Paddock was regarded as the model state housing project.

The place has **outstanding national** 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 housing at Hayes Paddock is a good example of early state housing. It incorporates a variety of housing typologies in a mix of claddings and construction materials ranging from weatherboard to brick. Roofs are generally clay tiles, the majority being terracotta colour, adding to the cottage appearance of the buildings.

It is a very significant development, formed at the cusp of two development periods.

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 front 'public' areas with a diagonal footpath to the front door.

The buildings 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, is constructed of similar materials, and has similar setbacks, 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. The sweeping streets, riverside parks, and cohesive unity of style throughout Hayes Paddock contribute to the strong village character of the area.

The construction of the buildings is typical of their period, and of other state houses built at a similar time.

Hayes Paddock 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 place has **outstanding national** 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.*

Subdivision in the local area occurred in the late 1930s. However, there are known archaeological sites alongside the River and within the area. The potential for information regarding earlier human occupation is therefore high.

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

There are records which relate to the HHA.

The place has **high local** 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 area has some significance as a large area of planned early state housing, which is in itself of National significance.

The area 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.

The place has **high national** 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	<b>Outstanding</b>	National
b) Physical/Aesthetic/Architectural Qualities	<b>Outstanding</b>	National
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	<b>High</b>	Local
f) Cultural Qualities	<b>High</b>	National
g) Scientific Qualities	None	

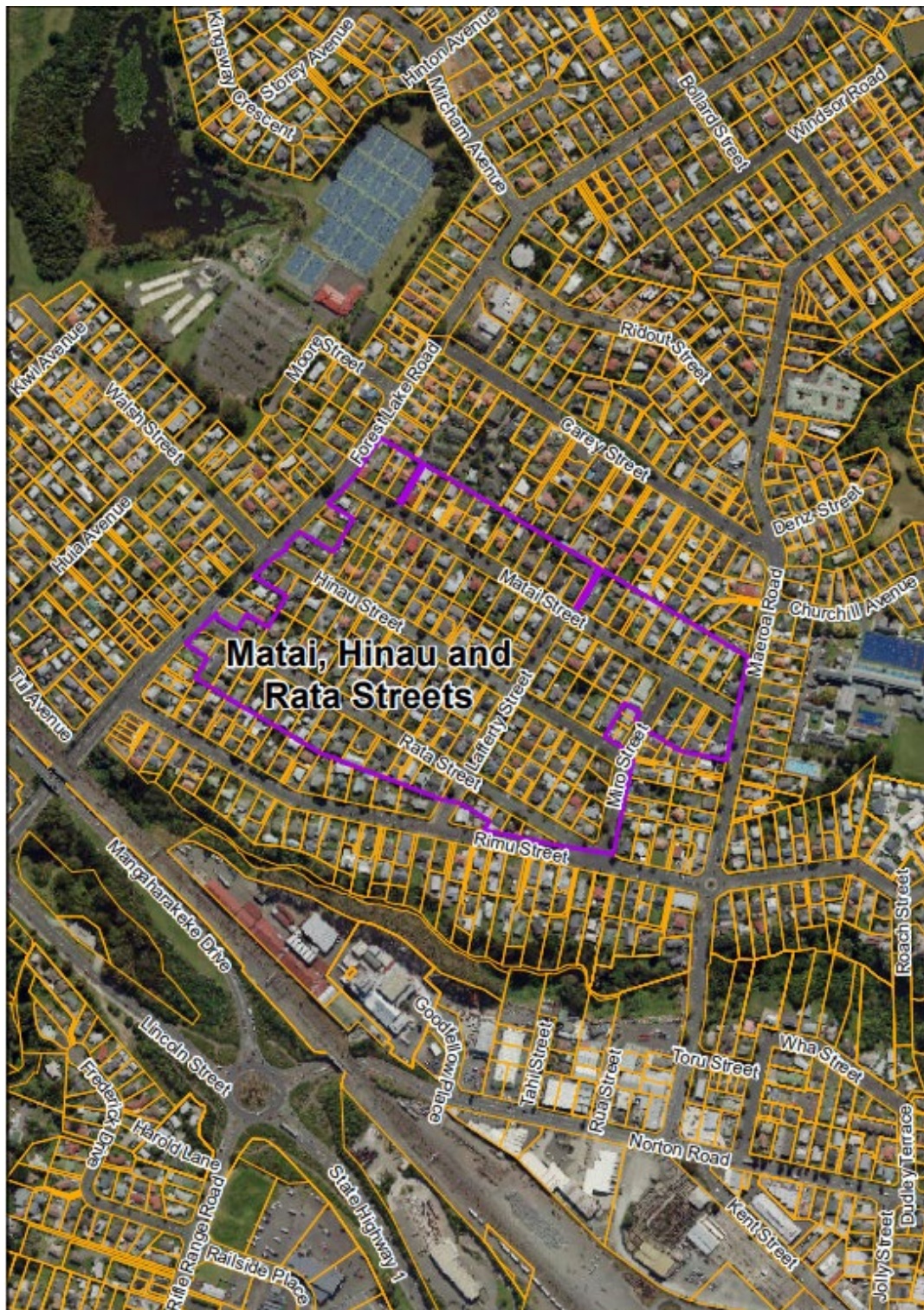
## Statement of Significance

Hayes Paddock 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. It 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.

Overall, the area 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 simple, but well designed and elegant, state house designs provide model forms of development, whilst the curving street design moves away from the previously regimented grid street layouts previously expected towards the more free flowing street forms which were to characterise the post war period. 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.



## Matai Street, Hinau Street and Rata Street Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Matai Street, Hinau Street and Rata Street Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a



summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *Development Dates*

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

### *City Extension*

- 3rd Extension April 1928

## **Area History**

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.<sup>1</sup> The land was peaty and low-lying which meant it required draining.<sup>2</sup> Sections were sold cheaply and most commonly to wage earners and labourers.<sup>3</sup> Whilst there were only four houses in the area in 1902, by 1906 this had grown to 70.<sup>4</sup> By 1910, Frankton was firmly established as a railway town, with over eighty trains arriving per day.<sup>5</sup> 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.<sup>6</sup>

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:

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<sup>1</sup> Hamilton City Libraries, "Frankton History", last accessed 25 June 2024:  
<https://hamiltonlibraries.co.nz/heritage/discover-stories-and-articles/frankton-history>

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

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



Figure 1:1913 subdivision plan, DP 9152.

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 a 1953 aerial photograph shows that by then the lots contained a dwelling.

### Physical Description and Key Features

The majority of dwellings were constructed in the 1920s to 1940s, mainly single storey buildings in the California and English Bungalow styles as well as 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.



Figure 2: 1943 [historic](#) aerial photography, (crop) SN266 14 June 1943.

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 as early hteate 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.

### **Key Historical Features to be Maintained**

Where an existing dwelling displays a particular architectural style or period, any alterations and extensions should continue this. New accessory buildings of greater than 20m<sup>2</sup> should respect the design of the principal building and site as existing. Alterations or new buildings should utilise designs and materials which match existing buildings in the area.

The integrity of the Late Victorian, Edwardian and during and after inter-war growth period styles of buildings should remain when viewed from the street and therefore any alterations should reflect the design and materials of the building as existing.

For 1950s or newer redevelopments, any alterations or 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 building forms/shapes and materials which better reflect the Late Victorian, Edwardian and during and after inter-war growth period styles, albeit that the overall scale of the buildings may be influenced by the existing development on the site.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- 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 are combined with the access to the frontage building to minimise their impact on the current appearance of the street.
- Existing building setbacks are retained.
- Buildings are generally parallel or perpendicular to the street.
- Driveways, including those to rear sites are single width (or as close to this as possible with the use of passing spaces). On front sites, large areas of parking are to the front of buildings, over and above the driveway which can widen to the rear of buildings are discouraged.
- Garages are generally detached and to the rear of dwellings, with single doors.
- Garages are not 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 are 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 are 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.

### **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 associative value as an illustration of the importance of the Frankton area to the early history of Hamilton.



The area is a good example of the form of settlement pattern expected in the development period.

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

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

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

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

The place has **high local** 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 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.

The dwellings and the rectilinear grid street pattern are typical of the development period.

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).

The overall layout of the area is consistent with the development period, consisting of a rectilinear grid of streets, with back to back housing and streets meeting at right angles.

There are already a number of tall and medium height fences along street boundaries, which impact the consistency of the area.

The buildings are typical of the 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 houses of the period, rather than being designed by a particular known practitioner.

The place has **moderate local** 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 surveyed in 1913. The potential for information regarding earlier human occupation is therefore low.

The place has **low local** 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 place has **no known** 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	<b>High</b>	Local
b) Physical/Aesthetic/Architectural Qualities	Moderate	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local
f) Cultural Qualities	None	
g) Scientific Qualities	None	

**Statement of 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.

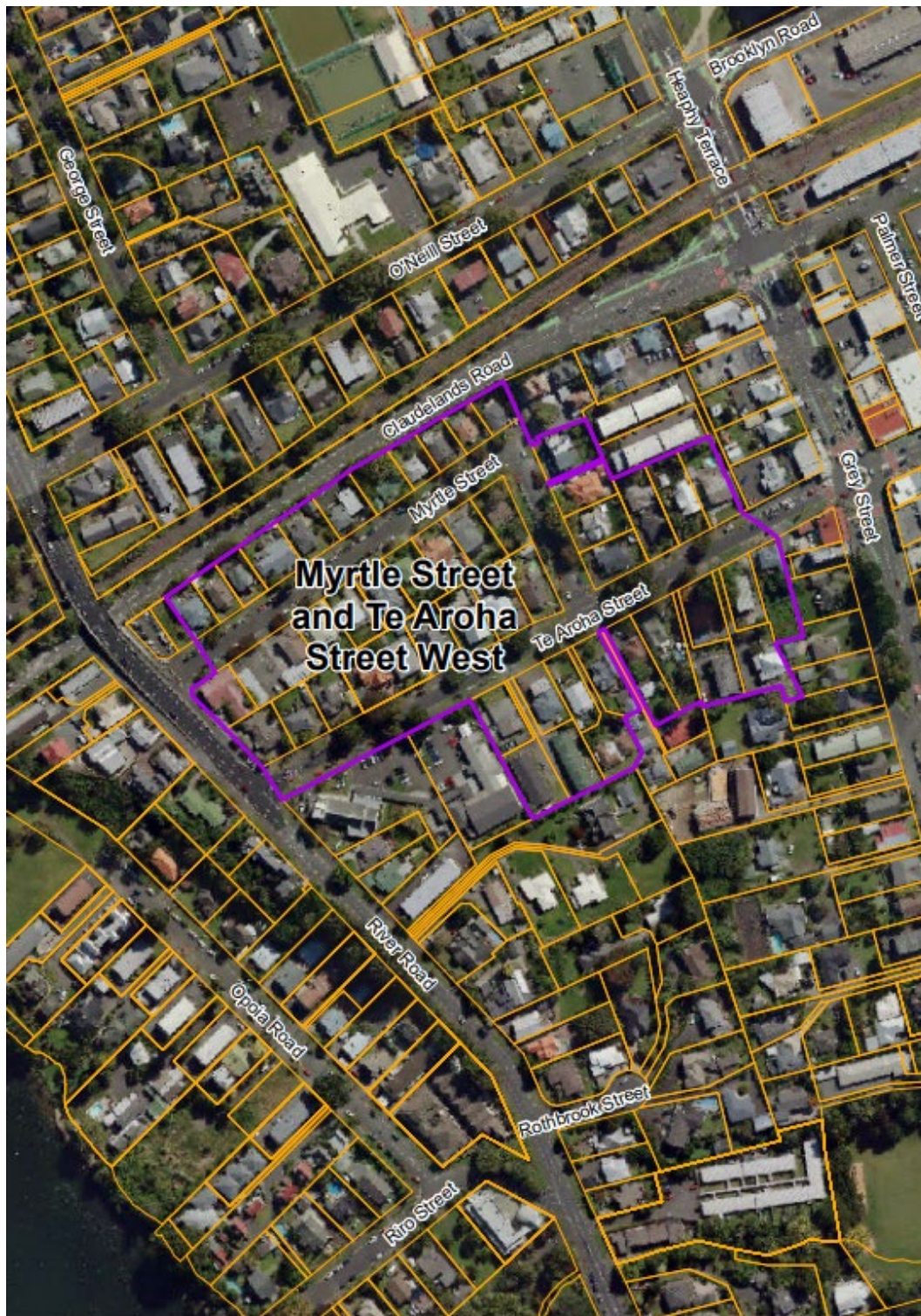
The land was originally owned by John Carey. In 1913 a plan was drawn up for John Carey for the subdivision of the land.

Restricting tall fences along the front boundaries of lots is important to maintain the historic heritage significance of the area.

Overall, 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 exhibits **High** heritage significance. 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.



## Myrtle Street and Te Aroha Street (West) Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Myrtle Street and Te Aroha Street (West) Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a

summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *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 20<sup>th</sup> 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 1<sup>st</sup> extension, October 1912

## **Area History**

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 Koura. 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, 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 27 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 shown on the 1879 'Township 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, 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 with:

- Streets which 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



Figure 1: Plan of Township of Claudelands 1879, DP 79.



Figure 2: Hardley's 1911 Plan for the subdivision of Myrtle Street, DP 7000.

## Physical Description and Key Features

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

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

The Myrtle Street and Te Aroha (West) area contributes to a clear understanding and appreciation of 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 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



*Figure 3: Historic aerial photo, 1943, (crop)  
SN266 14 June 1943.*

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, with weatherboard elevations, corrugated steel or tile gabled and hipped roofs, side hung casement windows and some ornamentation including on building gables. The overall layout of the area and buildings within it show significant integrity and have changed little since their original construction.

### **Key Historical Features to be Maintained**

Alterations or new buildings should utilise designs and materials which match the original (mainly) California and English Bungalow style buildings in the area. The integrity of the California and English Bungalow styles should 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 20m<sup>2</sup> should respect the design of the principal building and site as existing.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as the HHA currently shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- Existing building setbacks are retained.
- Buildings are parallel or perpendicular to the street.
- Buildings are generally 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 and replication of this is discouraged.
- Roofs coverings are corrugated steel or clay tiles (with gables or hipped forms).
- Generally, windows have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are 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 are 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, are generally not forward of the original building.
- Front boundaries 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, particularly hedges along front boundaries.

### **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 Francis Richard Claude, an early wealthy settler from South America. Overall, Claude bought 400 ha (990 acres) and subdivided most of it in 1878.

It is a significant example of a developer subdividing land beyond the boundaries of the Borough. In this case, the area has undergone further subdivision to create the existing residential area we see today.

Claude's plan has been very significant in the development of the City east of the River.

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

The Te Aroha Street and Myrtle Street area had been included in Claude's 1878 subdivision and is included on the 1879 'Township of Claudelands' plan.

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 Koura. 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 Claude, who 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 27 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.

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, 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 with:

- Streets which 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

The place has **outstanding local** 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 majority of dwellings in the area were constructed between the 1910s to 1930s. The buildings are mainly single storey and are California and English Bungalow style.

The dwellings and the rectilinear grid pattern, with back to back houses, are typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Aerial photographs show that the uptake of sections was almost complete by 1943.

Unlike other parts of the Claudelands area, there has not been the redevelopment of a large number of lots with two storey flats in the 1960s and 1970s (although there are a limited number examples of this and other redevelopments). As a result, there is not significant variation in the architectural styles within the area; the 1910s to 1930s buildings are mainly single storey, and are California and English Bungalow style, with:

- Weatherboard elevations
- Corrugated steel or tile gabled and hipped roofs
- Side hung casement windows
- 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.
- There are also some garages built close to street frontages, these are generally small and some show on the 1942 aerial photograph. 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.

Overall, the buildings and the morphology of the area represent the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

The buildings are typical of the 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 area is associated with Francis Richard Claude, who is responsible for the original urban subdivision of the land, and who was very influential in the continuing growth of the area to the east of the River.

The place has **high local** physical/aesthetic/archaeological 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 is shown on the 1879 survey of the Township of Claudelands, 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.

There are known archaeological sites alongside the River and within the local area. The potential for information regarding earlier human occupation is therefore moderate.

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

The place has **moderate local** 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 place has **no known** 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:



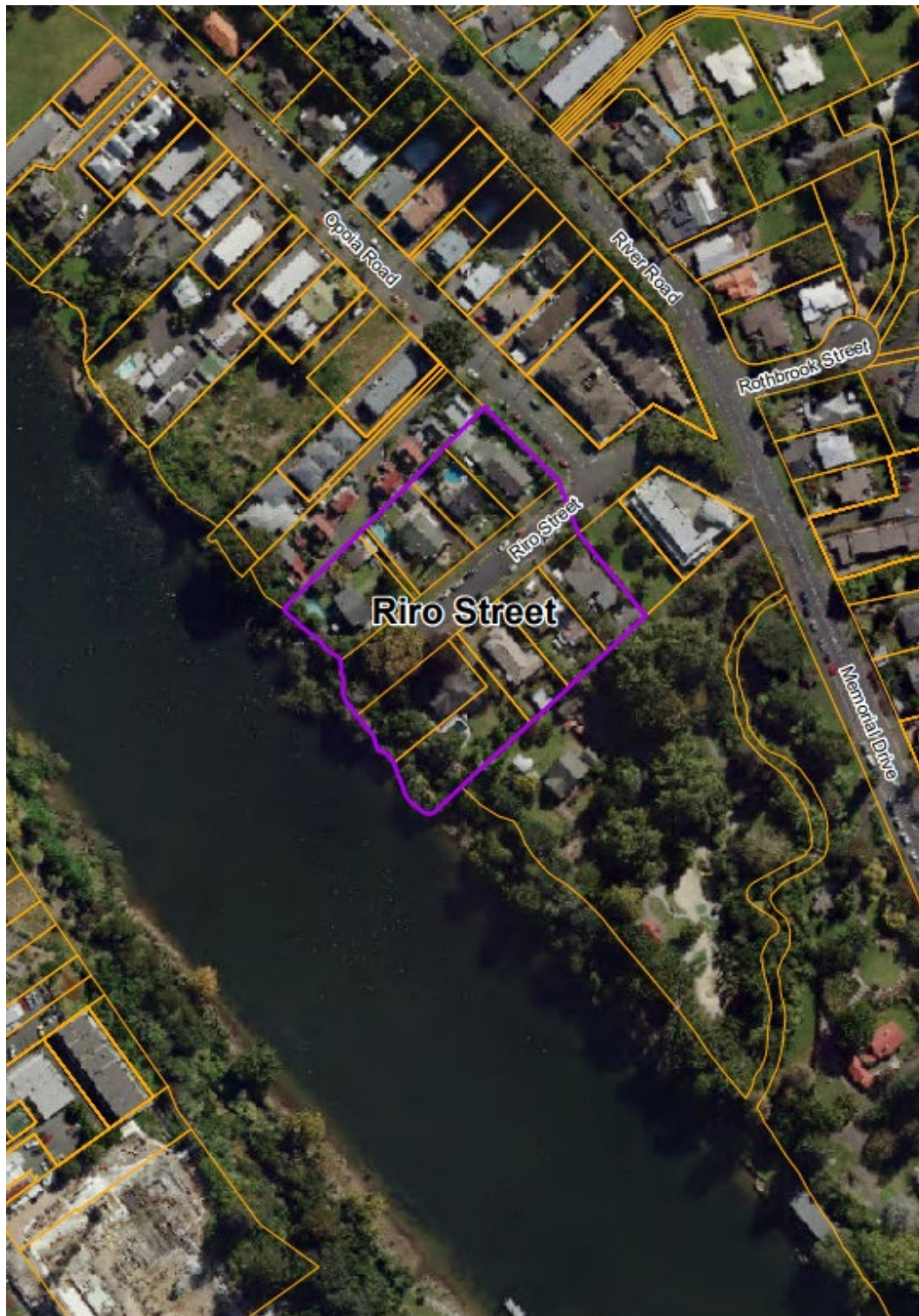
Heritage Criteria	Significance	Context
a) Historic Qualities	<b>Outstanding</b>	Local
b) Physical/Aesthetic/Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Moderate	Local
f) Cultural Qualities	None	
g) Scientific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

### Statement of 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 subdivision plan 1878 with further subdivision from the early 20th Century onward, prior to the land being brought into the city, responded to the opening of the railway station in Claudelands in 1884, only 7 years after the railway arrived in Frankton, and the improved connectivity that this provided to Auckland and to the wider Waikato.

Overall, 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. It 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, 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 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.

## Riro Street Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Riro Street Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the

assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *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 20<sup>th</sup> 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 1<sup>st</sup> extension, October 1912

## **Area History**

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 Koura. 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, 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 27 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 'Township 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, 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 with:



- Streets which 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

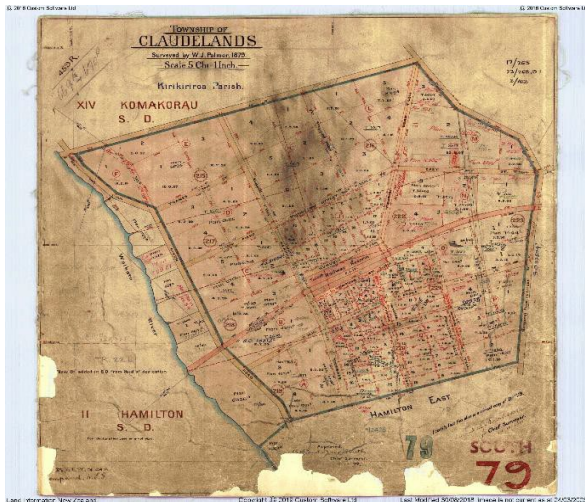


Figure 1: Plan of Township of Claudelands, 1879, DP 79.



Figure 2: Hardley's 1911 plan for the subdivision of Myrtle Street, DP 7000.

## Physical Description and Key Features

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



*Figure 4: Aerial photo 1943, (crop) SN266 14 June 1943.*

The Riro 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. It exhibits **Outstanding** heritage significance.

The area is an example of 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, with weatherboard elevations, corrugated steel or tile gabled and hipped roofs, side hung casement windows and some ornamentation including on building gables. The overall layout of the area and buildings within it show significant integrity and have changed little since their original construction.

### **Key Historical Features to be Maintained**

Alterations or new buildings should utilise designs and materials which match the original mainly California and English Bungalow style buildings in the area. The integrity of the California and English Bungalow styles should remain when viewed from the street. New



accessory buildings of greater than 20m<sup>2</sup> should respect the design of the principal building and site as existing.

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

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as the HHA shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- Existing building setbacks are retained.
- Buildings are parallel or perpendicular to the street.
- Buildings are generally 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 and replication of this is discouraged.
- Roofs coverings are corrugated steel or clay tiles (with gables or hipped forms).
- Generally, windows have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are single width. Large areas of parking are 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 are 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, are generally not forward of the original building.
- Front boundaries 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, particularly hedges along front boundaries.

### **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 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.

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

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 Street 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.

The place has **outstanding local** 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 dwellings in the area are California and English Bungalow styles are representative of the development period, as is the overall simple layout of the street.

Overall the street is a good example of 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.

The California and English Bungalows are:

- Generally single level, with one having first floor space within the roof.
- Gabled ridged roofs mainly of corrugated steel.
- Most have weatherboard elevations, although there is one brick building and one with shingle elevations.

- Side hung casement windows.
- 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.
- 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.

The street includes wide berms and good-sized street trees along the south side of the street.

The buildings are typical of the 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 area is associated with Francis Richard Claude, who is responsible for the original urban subdivision of the land, and who was very influential in the continuing growth of the area to the east of the River.

The place has **high local** 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 is shown on the 1879 survey of Township of Claudelands, although many of the sites were subsequently further subdivided, with Riro Street being subject to a further subdivision in 1909. There are known archaeological sites alongside the River and within close proximity to the area. Being a level area, immediately on the banks of the River, the potential for information regarding earlier human occupation is therefore high.

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

The place has **high local** 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 place has **no known** 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	<b>Outstanding</b>	Local
b) Physical/Aesthetic/Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	<b>High</b>	Local
f) Cultural Qualities	None	
g) Scientific Qualities	None	

**Statement of Significance**

Riro Street illustrates the pressure for development along the boundaries of the Borough during the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, having been subdivided prior to the land being brought into the Borough through the first extension in 1912, and then further subdivided after.

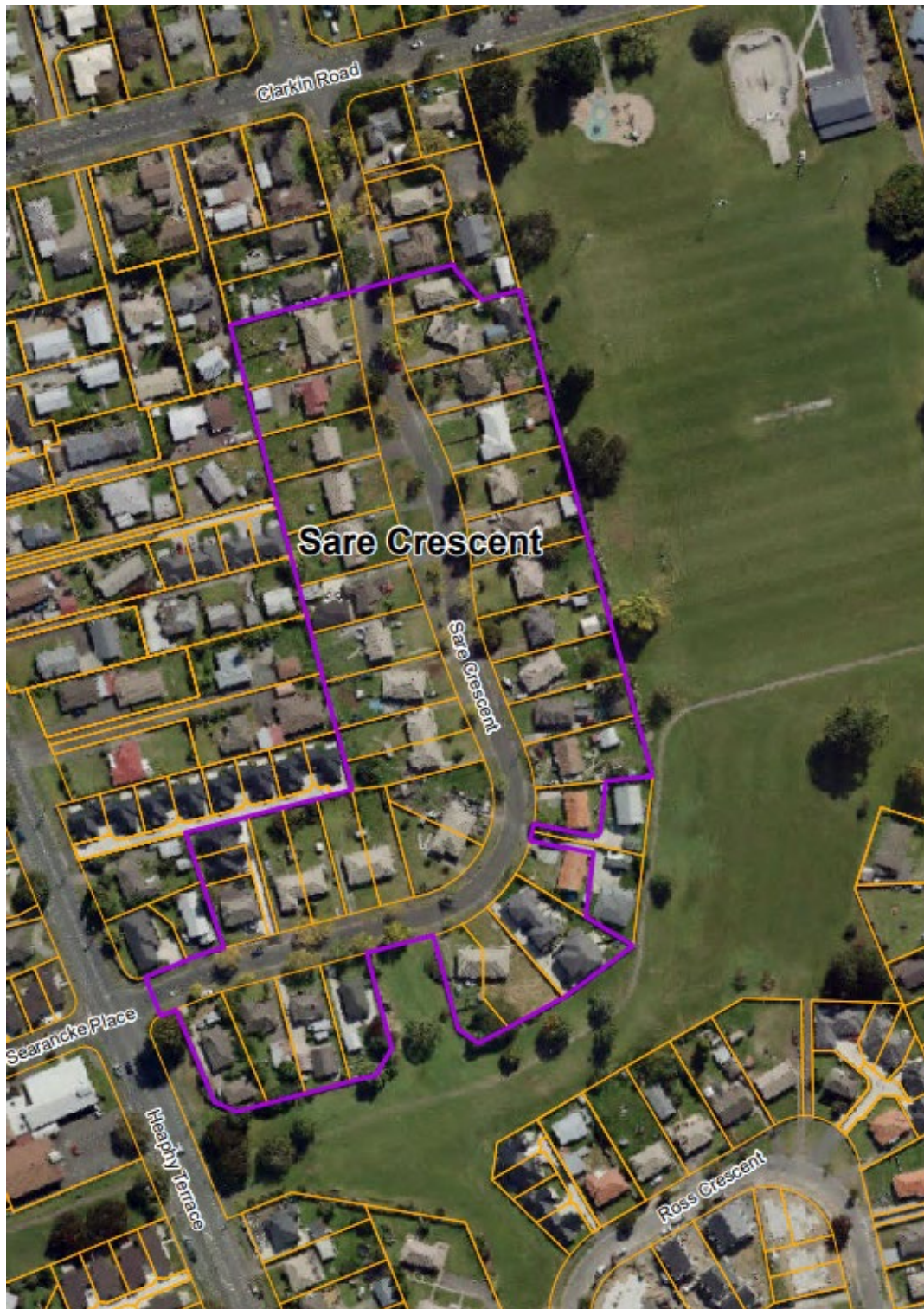
Maintaining the existing open frontages or low picket fences is an important element in maintaining the historic heritage significance of the area.

Overall, 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; it 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 20<sup>th</sup> 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.



## Sare Crescent Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Sare Crescent Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the

assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *Development Dates*

- Surveyed in 1949, construction completed by 1953

### *City Extension*

- Located within the 5<sup>th</sup> extension, 1949

## **Area History**

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

The area was developed after the end of World War II, during a period when houses were being built to accommodate homecoming servicemen and their families.<sup>3</sup>

Heaphy Terrace had been subjected to ribbon development and Sare Crescent capitalised on the available land to the rear of this existing development, curving around and connecting with Clarkin Road. Sare Crescent also appears to demonstrate some watered-down ideals of the Garden Suburb, which had become pervasive in town planning, but gradually diluted down to road layout and the provision of ample green/garden spaces.<sup>4</sup>

Prior to its development, it was rural land on the northern outskirts of Hamilton City. Sare Crescent was located at edge of city boundary in 1950 and, over the next twenty years, land rapidly developed/extended around it.<sup>5</sup> Parts of Fairfield had developed prior to its inclusion in the boundary of Hamilton City in 1949, and had extensive State housing estates.<sup>6</sup> Some dwellings are still owned by Kainga Ora/Housing New Zealand.

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<sup>1</sup> DPS 2491

<sup>2</sup> SN819

<sup>3</sup> Alice Morris and Mark Caunter, "Kirikiriroa - Hamilton's European Settler History", October 2021 (June 2024 version), pg.36.

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

<sup>5</sup> SN3470

<sup>6</sup> Morris and Caunter, "Kirikiriroa", pg.18.



P4

## Physical description and Key Features

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.





Figure 2: Aerial dated 1953 showing Sare Crescent HHA (in red) with current building outlines (in blue), (crop) SN819 20 August 1953.

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, where many new houses were constructed to accommodate homecoming servicemen and their families. It 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.

### Key Historical Features to be Maintained

Where an existing dwelling displays the features below, any alterations and extensions should respect these 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 20m<sup>2</sup> on sites where the existing principal

building exhibits the features should respect the design of the principal building and site as existing. Alterations or new buildings should utilise designs and materials which match the original early state houses which typify the area. The integrity of the early state houses should remain when viewed from the street.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as the HHA shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- Buildings are generally parallel to the street.
- Buildings are generally painted horizontal timber weatherboard, with some buildings and all chimneys in painted textured plaster.
- Roof coverings are generally brown or terracotta colour clay tiles with gables or hipped forms or painted corrugated steel.
- Generally, windows 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 are single width. Large areas of parking to the front of houses, over and above the driveway which can widen to two cars wide to the front of garages, is discouraged.
- Garages are generally detached and to the rear of dwellings, with single doors.
- Other accessory buildings, regardless of size are not forward of the original building.
- Front boundaries are open or have low timber fences. Fences or walls taller than this are not sympathetic to the historic heritage values of the area.

### **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 development illustrates that the housing shortage in Hamilton, which became apparent in the late 1920s, was still an issue and there was pressure for new housing development in post war Hamilton.



The Fairfield project, involving the construction of 800-1000 houses, was announced in April 1946. A first block of 23 houses at Fairfield was on the way to completion by June 1947, constructed using carpenters from the No 20 training centre for ex- servicemen in Hamilton East.

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.

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.

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

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

The form of the area remains a good example of the settlement pattern expected during the period.

The place has **high local** 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 building stock includes typical examples of post- war state house architecture from the second half of the 20th century. Apart from one redeveloped site, the building stock remains original.

Both the houses and the curvilinear link road street layout are typical of the development period.

The Sare Crescent HHA is largely occupied by 1950s dwellings, typical of 1950s state housing:

- The majority of which are detached. Although, some are semi-detached pairs of dwellings.
- Which are mainly timber weatherboard elevations, but some use plaster and artificial weatherboard.
- Which include a range of simple gabled and hipped roofs.
- Feature timber joinery, including mainly multi-pane casement windows, but some feature vertically sliding double sash windows.
- Many of which retain their original chimney.

- A large number of which retain their open plan frontage, and simple driveway formed by two strips of concrete (although some sites do now have fully formed driveways and mainly low fences).
- Which largely face the street, with few placed on an angle.  
The curved street alignment is typical of the emerging development period, and adds interest to the street.  
Berm widths vary, with the street width opening out in the centre of the street. The street has an interesting curve, with varied width berms.  
Lot width is reasonably consistent, but lot depth reduces where the berms widen.

Overall the area remains very intact with significant integrity.

The buildings are typical of state houses of the 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 state houses being built at the time, rather than being designed by a particular known practitioner.

The place has **high local** 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 surveyed in 1949 and construction completed by 1953. The potential for information regarding earlier human occupation is therefore low.

The place has **low local** archaeological features.

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 area has some significance as an area of state housing (which is in itself of National significance) constructed reasonably early after the end of World War II, as with Fairfield Road likely using ex- servicemen who had retrained in Hamilton.

The place has **low national** 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	<b>High</b>	Local
b) Physical/Aesthetic/ Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local
f) Cultural Qualities	Low	National
g) Scientific Qualities	None	

**Statement of Significance**

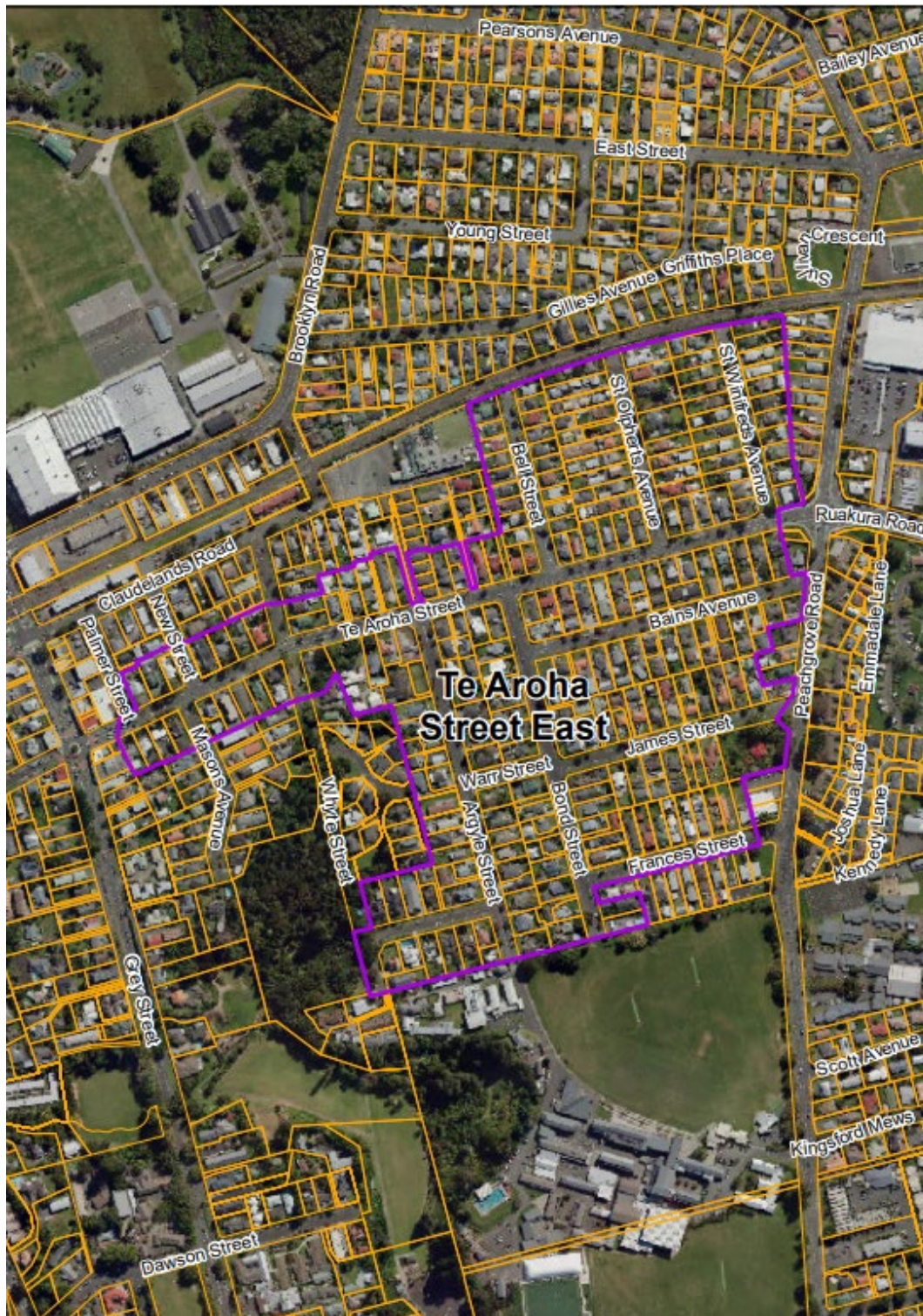
Sare Crescent was developed as part of a rapid period of Hamilton City's growth, where many new houses were constructed to accommodate homecoming servicemen and their families in the Early Post War Expansions (1950 to 1980) development period. It was initially bordered by farmland to the north and east, but quickly became surrounded by further subdivisions and development.

Overall, the area 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 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.



## Te Aroha Street (East) Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Te Aroha Street (East) Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and



the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

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

### *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 20<sup>th</sup> 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 1<sup>st</sup> extension, October 1912

## **Area History**

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 Koura. 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 27 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 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 roads 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 with:

- Streets which 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

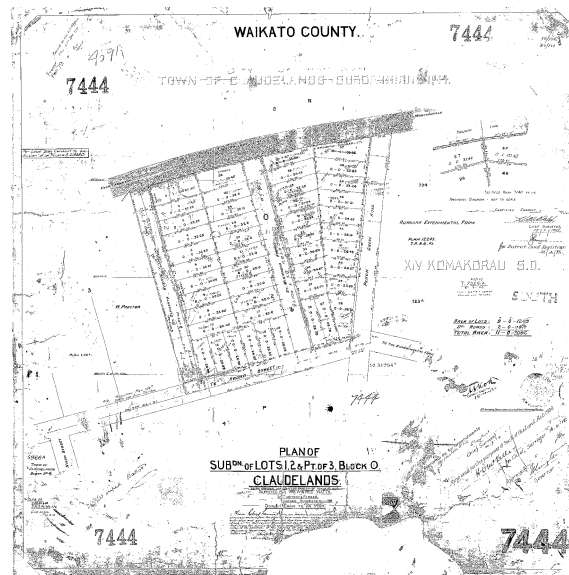


Figure 1: 1911 Survey of St Winifreds Street for Winifred Watts, DP 7444.

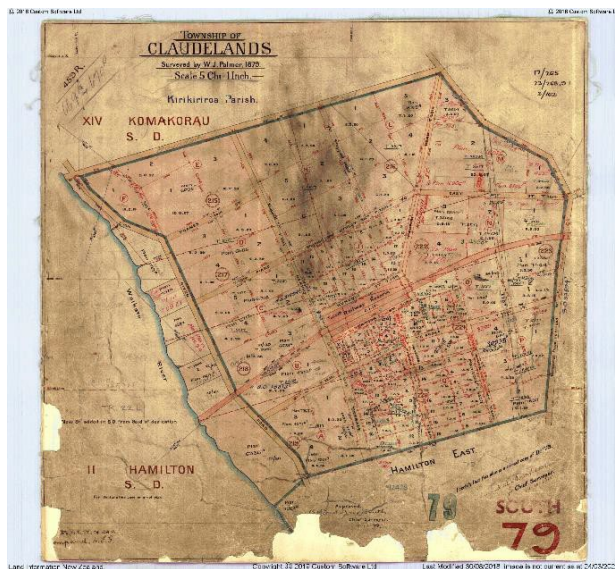


Figure 2: Claude's 1879 Town of Claudelands, DP 79.



Figure 3: 1916 Survey plan of Bains Avenue for D R Bain, DP 11593.

## Physical Description and Key Features

Whilst other parts of the 'Town of Claudelands' have seen the development of flats in the 1960s and 1970s, the Te Aroha Eest 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 does 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 4: 1943 aerial photograph of the area, (crop) SN266 14 June 1943.*

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). Many of the buildings retain their integrity, with the retention of timber joinery/windows and architectural detail.

### **Key Historical Features to be Maintained**

Alterations or new buildings should utilise designs and materials which match the original buildings in the area. The integrity of the villa and the California and English Bungalow styles should 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 20m<sup>2</sup> on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

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.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, as the HHA shows a high degree of integrity of lot size and layout with little further subdivision and development from its establishment.
- Existing building setbacks should be retained.
- Buildings are parallel or perpendicular to the street.
- Buildings, which include villa, California and English Bungalow styles, are 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 and replication of this is discouraged.
- Roofs coverings are generally corrugated steel, with gables or hipped forms, to match the dominant roofing materials in the area.
- Generally, windows have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are single width. Large areas of parking are not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages are 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, are generally not forward of the original building.
- Front boundaries 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, particularly hedges along front boundaries.

## **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 Francis Richard Claude, an early wealthy settler from South America. Claude bought 400 ha (990 acres) of land within the 'Claudelands' area and subdivided most of it in 1878.

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 Koura. 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 Claude. 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 27 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 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 roads 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 remains a very clear representation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period with:

- Streets which tend to meet at right angles
- 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

The place has **outstanding local** 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 overall layout and form of the area is typical of its development period, consisting of a broadly rectilinear grid of roads, with buildings arranged back to back between these.

The area includes a range 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, these buildings and street layout is a good remaining example of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

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

The uptake of sections was almost complete by 1943. The buildings and overall layout of the area is a good example of the development period and includes the following features:

- Single storey dwellings dominate.
- A range of 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.
- The regular setbacks from front and side yards provides consistency.
- 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.
- 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).

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.

The buildings are typical of the 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 area is associated with Francis Richard Claude, who is responsible for the original urban subdivision of the land, and who was very influential in the continuing growth of the area to the east of the River.

The place has **high local** 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.*

Subdivision in the local area occurred in the late 19th Century. The potential for information regarding earlier human occupation is therefore high.

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

The place has **high local** 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 place has **no known** 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:

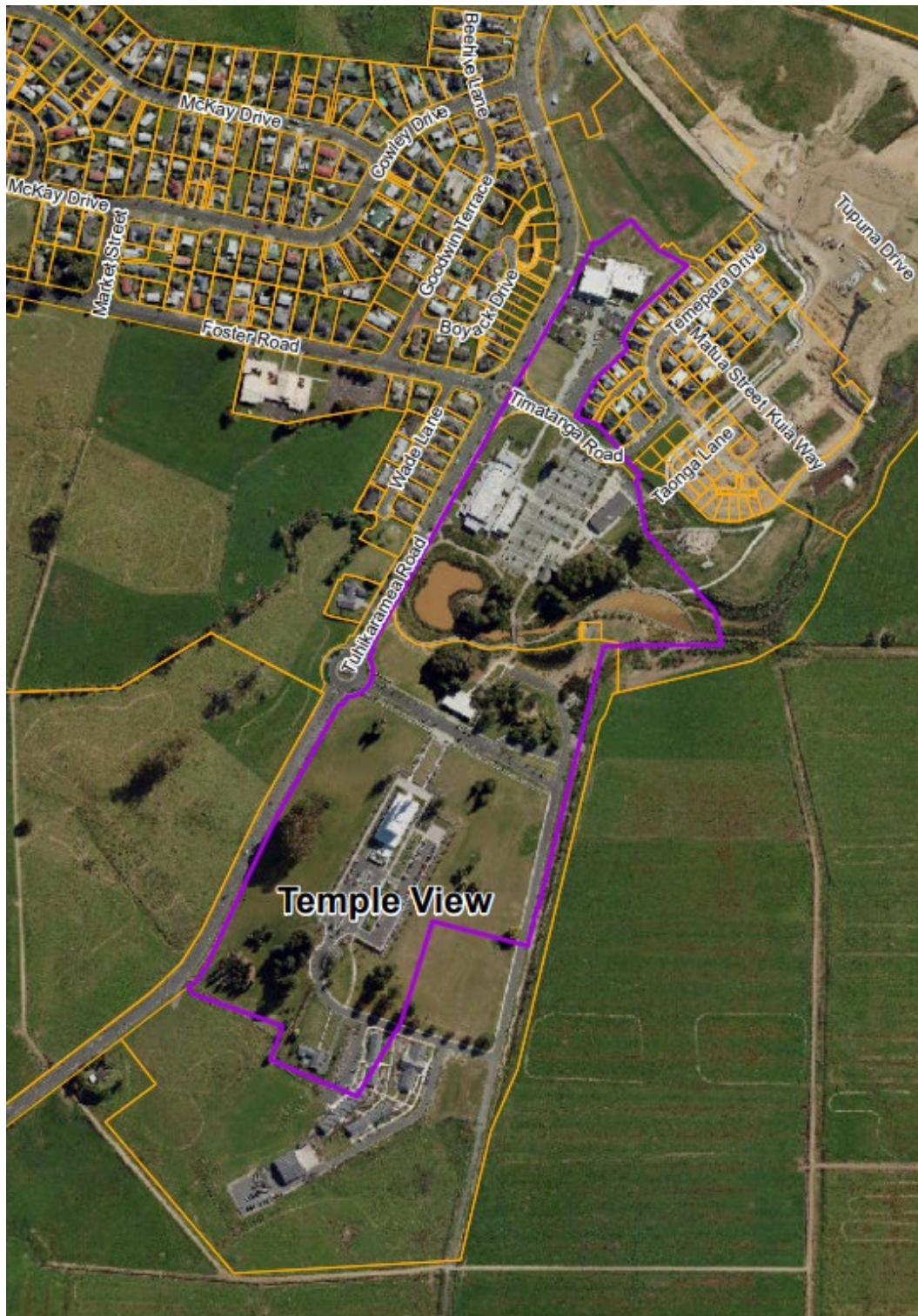
Heritage Criteria	Significance	Context
a) Historic Qualities	<b>Outstanding</b>	Local
b) Physical/Aesthetic/ Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	<b>High</b>	Local
f) Cultural Qualities	None	
g) Scientific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

### Statement of 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.

Overall, 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. It exhibits **Outstanding** heritage significance. 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 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.

## Temple View Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Temple View Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the



assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

Early Post War Expansions (1950 to 1980)

### *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.

## **Area History <sup>1</sup>**



*Figure 3: Temple View campus and the residential area to the west of Tuhikaramea Road in 1979, (crop) SN5397 2 April 1979.*

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

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<sup>1</sup> Informed by "Mormon temple opens in Hamilton", Manatū Taonga — Ministry for Culture and Heritage, 7 October 2021, last accessed 25 June 2024: <https://nzhistory.govt.nz/mormon-temple-opens-in-hamilton>

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.

The development of the Temple encouraged the development of areas of housing to the west of Tuhikarama 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 1: The Temple during construction, 1958. Image sourced from The Church News, "Compare interior, exterior photos of the Hamilton New Zealand Temple from the 1950s and today", last accessed 25 June 2024: <https://www.thechurchnews.com/temples/2022/8/25/23317710/hamilton-new-zealand-temple-compare-interior-exterior-photos-1950s-and-today/>



Figure 2: Workers during construction 1957. Image source same as Figure 1.

## Physical Description and Key Features

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 Tuhikarama 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.

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 aspects 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 blocks for the older buildings were manufactured on site, with an increasing degree of mechanisation over time.

### **Key Historical Features to be Maintained**

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- The primacy of the Temple, as the most dominant feature of the site, is respected and key viewpoints of the Temple from within and outside of the site are not interrupted.
- The remaining original buildings are retained.
- All new buildings and other structures 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.

### **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 project includes the construction of the first temple of the Church of Jesus Christ of Latter-day Saints in the southern hemisphere and has a direct association with George R. Biesinger, the general supervisor of Church building in the South Pacific.

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.

The development of the Temple encouraged the development of areas of housing to the west of Tuhikarama 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, particular during the Early Post War Expansions (1950 to 1980) development period when the Temple, School and associated buildings were originally constructed.

The place has **outstanding national** 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 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 Tuhikarama Road, and the common landscaping within the road reserve and wider Church campus.



The blocks for the older buildings were manufactured on site, with an increasing degree of mechanisation over time.

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.

The original buildings were constructed using blocks which were manufactured on site, with an increasing level of mechanisation over time.

The development of the buildings and site in general has a direct association with George R. Biesinger, the general supervisor of Church building in the South Pacific.

The place has **outstanding national** physical/aesthetic/archaeological 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 materials (blocks) for the buildings were made on site, with increasing mechanisation over time.

The place has **moderate national** 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.*

Whilst subdivision in the local area did not occur until the mid-20th Century, there is a known archaeological site within the area. The potential for information regarding earlier human occupation is therefore high.

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

There are records which relate to the HHA.

The place has **high local** 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 site has been, and remains, an important focus for members of the Church of Jesus Christ of Latter-day Saints in New Zealand and the southern hemisphere.

The area contributes to the overall sense of place of the Temple View area, and is evidence of cultural and historical continuity.

As the first temple of the Church of Jesus Christ of Latter-day Saints in the southern hemisphere the area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. This includes the labour missionaries, and their families and descendants, who assisted with the construction of the Temple and other buildings in the area. There is a museum and interpretive material which assists visitors to understand past lifestyles and events.

The place has **outstanding national** 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	<b>Outstanding</b>	National
b) Physical/Aesthetic/Architectural Qualities	<b>Outstanding</b>	National
c) Context Qualities	Not assessed	
d) Technological Qualities	Moderate	National
e) Archaeological Qualities	<b>High</b>	Local
f) Cultural Qualities	<b>Outstanding</b>	National
g) Scientific Qualities	None	

## Statement of 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 aspects of the development, from brick making through to building construction.

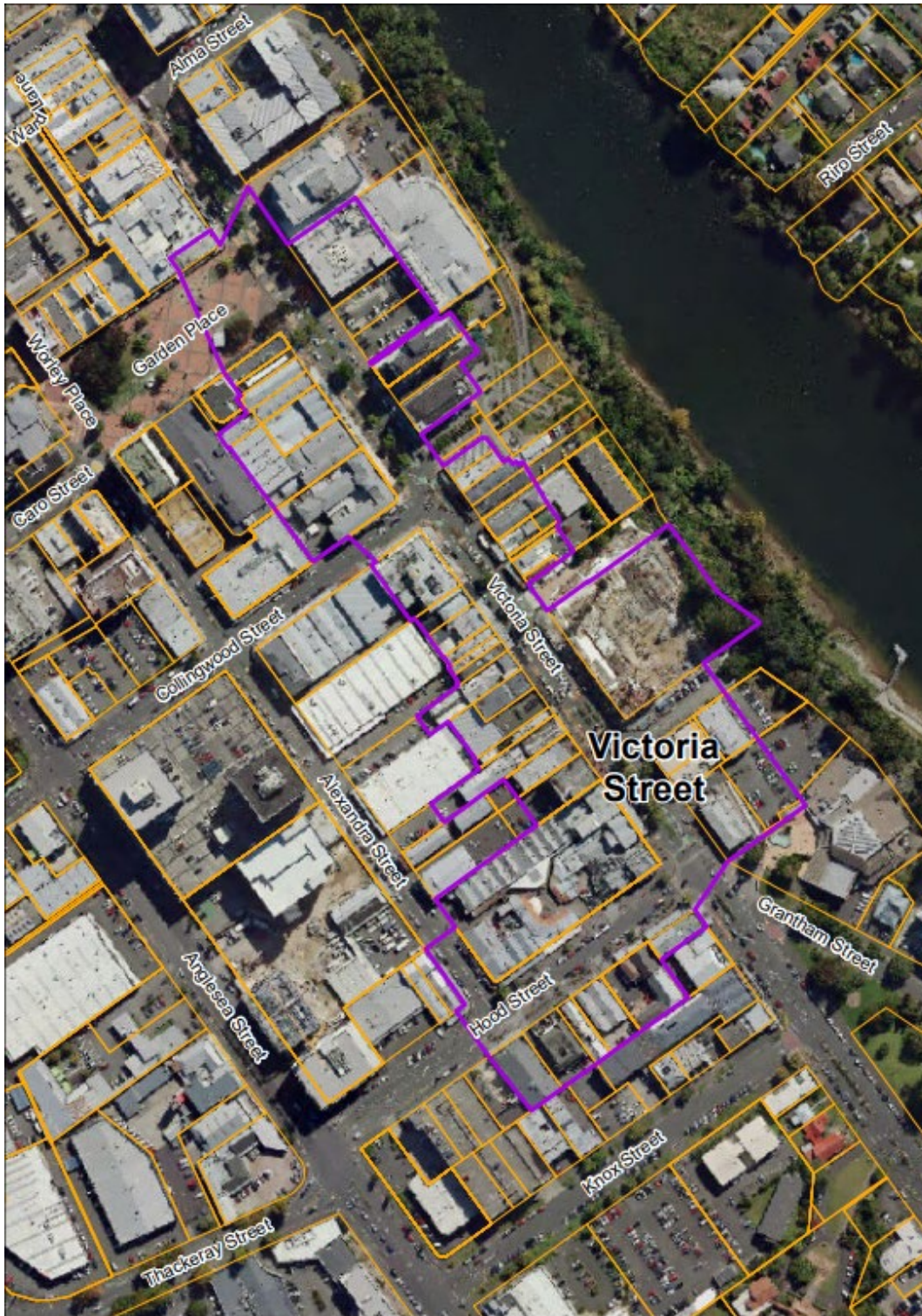
Overall, whilst located outside of the city when originally developed, the area contributes to a clear understanding and appreciation of a historically and culturally significant development which played an important role in Hamilton's Early Post War Expansions (1950 to 1980) development period.

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 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 Tuhikaramaea Road, and the common landscaping within the road reserve and wider Church campus. The Temple 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.



## Victoria Street Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Victoria Street Historic Heritage Area (HHA). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the HHA's heritage values, and the



assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

## **Development Period**

Pioneer Development (1860 to 1889)

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

### *Development Dates*

- European development from around 1864

### *City Extension*

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

## **Area History**

The current Victoria Street area was one of the 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 1830s.

In 1864, following the Māori wars, a number of defensive militia posts were established throughout the Region, including Hamilton. The establishment of the European settlement of Hamilton began with arrival of the first detachment of soldiers from the 4th Waikato Militia.

They built redoubts on opposite sides of the river, on the western side on the hill known to the local iwi as Pukerangiora, on which the St Peters Cathedral is now located and on the eastern side of the river at the end of Bridge Street.

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

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

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

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

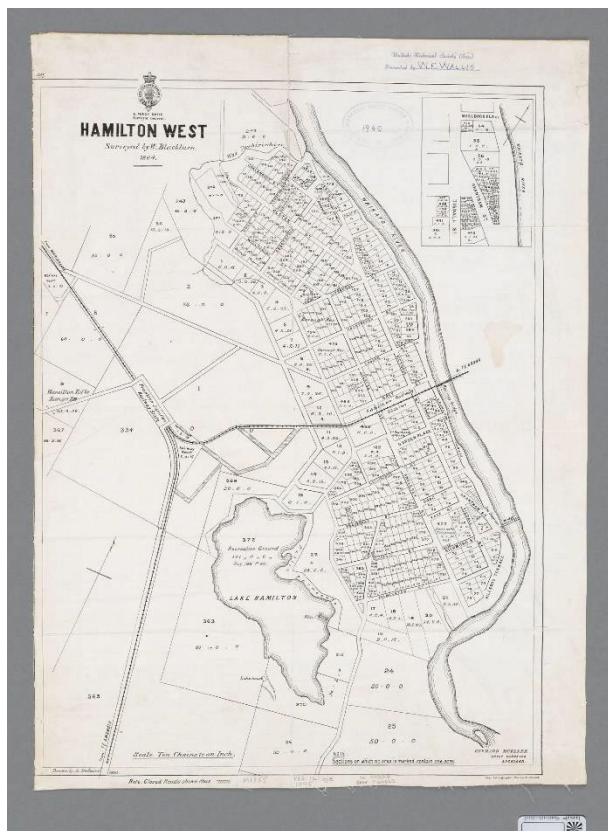


Figure 1: Hamilton West – drawn 1895



Figure 2: Victoria Street viewed north westerly from about near Knox Street (undated), HCL\_02820.

## **Physical Description and Key Features**

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

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

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

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

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



*Figure 3: 1948 historic aerial, (crop) SN530 3 December 1948.*

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.

### **Key Historical Features to be Maintained**

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Buildings are two storey or taller.
- In Victoria Street and on the north side of Hood Street buildings are built to the back edge of the footpath.
- On the south side of Hood Street, buildings respect the existing setback on each site.
- Buildings utilise painted plaster and brick elevations.
- Developments which span more than one existing street fronting lot are designed to present a differently designed frontage to the street for the width of each existing lot.



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

## **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 at times been associated with the Hamilton Highway District Board, and local government in the area. The original (Council) Chambers constructed in 1878 consisted of two military huts with a facade and were located on Victoria Street Opposite Garden Place on the north side of the later built Carnegie Library. In 1905 new Council Chambers and a Town Hall were erected and opened at the south end of Victoria Street near the Municipal Pools.

The current Victoria Street area was one of the 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 Ngati Wairere, and Te Rapa (near the present Waikato Hospital) occupied by Nagti 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 1830s.

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

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

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

Times), breweries, brickyards, biscuit manufactures, agricultural suppliers, saddlers, tailors, sawmills, flour mills and both vehicle and furniture factories.

In 1877 the Highways Boards were amalgamated and became the Hamilton Borough, which established its Chambers on the western side of the River in 1878. The original Union Bridge was constructed in 1879, physically linking the two areas (replaced by the existing Victoria Bridge in 1910).

The rail station opened the same year, although delays in the construction of the Claudelands Bridge led to it being closed from 1881 to 1884 until the bridge was completed.

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

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. However, throughout this time, the supergrid has remained a constant feature.

Each stage of development has responded to the differing expectations and aspirations of owners and Hamilton residents. Although its roots are in the Pioneer Development (1860 to 1889) development period, the area has responded to the expectations of residents and owners in each subsequent development period.

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

The utilisation of painted plaster or brick elevations on most buildings illustrates the requirement that buildings be constructed in brick or stone. This helps to provide continuity

and a sense of identity, as do the verandahs over the footpath. The latter also provide shelter for users, continuity along the street and also contribute to the sense of enclosure within the street.

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

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

It is significant that the buildings in the area are of masonry construction, responding to local requirements that buildings be constructed in brick or stone due to earlier building fires in the area.

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/archaeological 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.*

Subdivision in the local area occurred from the mid-19th Century. There are known archaeological sites alongside the River and within the area.

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

There are archaeological records which relate to the HHA.

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

The place has **outstanding local** 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 area is part of the city centre of Hamilton. The area has always been a focus for civic governance and community activity.

As part of the city centre, the area is a critical element in the community identity and sense of place of Hamilton as a whole. It provides evidence of cultural and historical continuity.

There is the potential for the area to continue to provide information for the community regarding the history and development of Hamilton.

The place has **high regional** 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	<b>Outstanding</b>	Regional
b) Physical/Aesthetic/Architectural Qualities	<b>Outstanding</b>	Regional
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	<b>Outstanding</b>	Local
f) Cultural Qualities	<b>High</b>	Regional
g) Scientific Qualities	None	

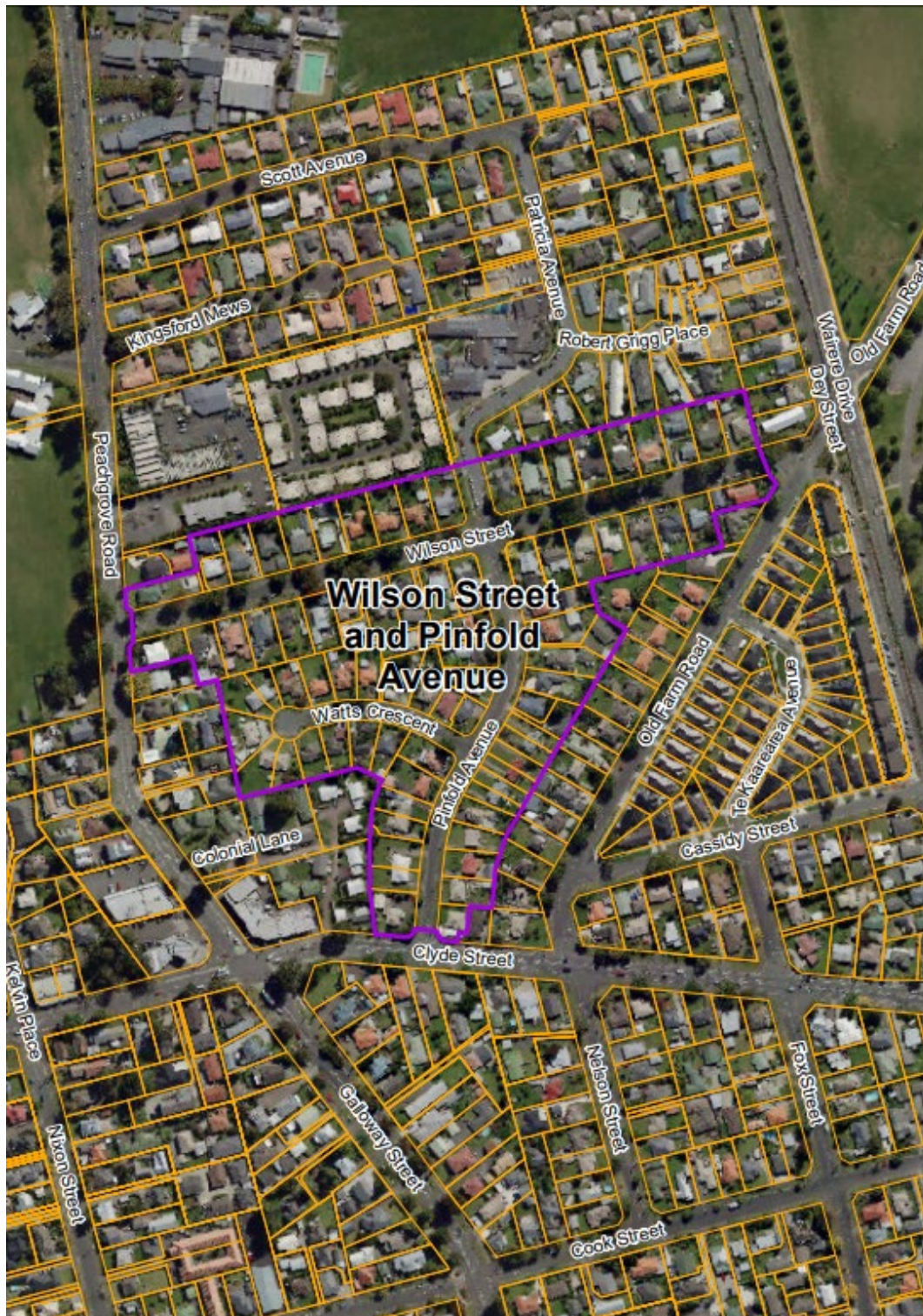


## Statement of Significance

Victoria Street and Hood Street are one of the first established areas of the city. The area was laid out as a grid of streets and the resulting blocks remain the key feature of the urban morphology of the area.

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. 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 which 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.

## Wilson Street and Pinfold Avenue Historic Heritage Area Statement



### Purpose

This Statement describes the historic heritage values of the Wilson Street and Pinfold Avenue Historic Heritage Area (**HHA**). The purpose of the Statement is to set out a summary of the history of the area, the key features of the HHA which contribute to the

HHa's heritage values, and the assessment of the HHA against the Heritage Assessment Criteria in Appendix 8 of the District Plan, against which applications for resource consent are assessed.

### **Development Period**

Wilson Street: Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949)

Pinfold Avenue/Watts Crescent: Early Post War Expansions (1950 to 1980)

### *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

### **Area History**

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

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 not only in the planned Pinfold Avenue and Watts Crescent area, but also in 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.

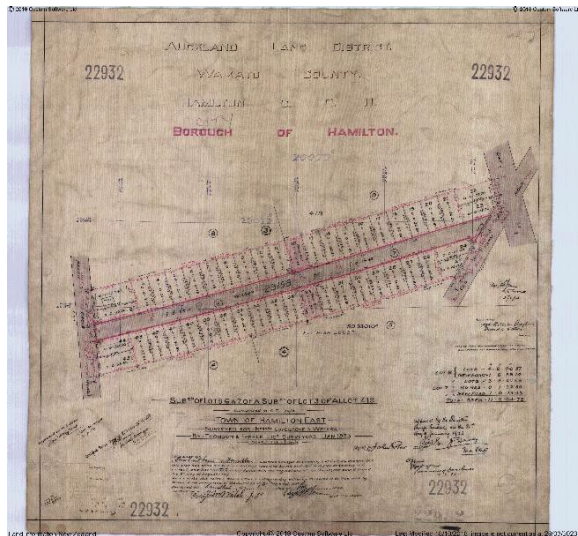


Figure 1: 1923 subdivision plan for Wilson Street, DP 22932.

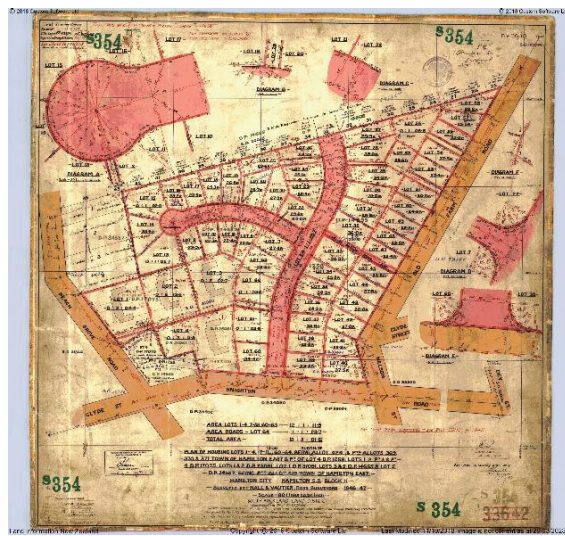


Figure 2: 1946-7 subdivision plan for Pinfold Avenue at Watts Crescent, SO 354.

## Physical Description and Key Features

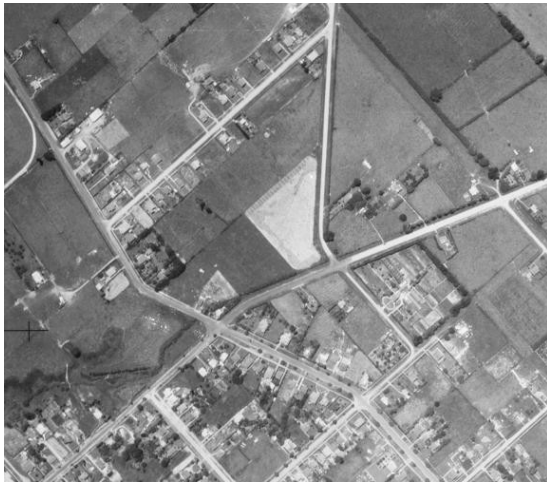
Wilson Street includes buildings in the California and English Bungalow styles, as well as state house styles. The latter are mainly contained to the southern side of the street, to the east of the intersection with Pinfold Avenue on lots which were vacant on the 1938 aerial photo. It appears likely 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 3: 1938 historic aerial photo, (crop) SN107 28 December 1938.*



*Figure 4: 1948 historic aerial photo showing development in Pinfold Avenue/Watts Crescent, as well as additional dwellings in Wilson Street, (crop) SN530 3 December 1948.*

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.

### **Key Historical Features to be Maintained**

Where an existing dwelling displays the features below, any alterations and extensions should respect these 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. Alterations and new buildings, including on rear sites, should incorporate these features and utilise designs and materials which match the buildings that typify the area. New accessory buildings of greater than 20m<sup>2</sup> on sites where the existing principal building exhibits the features should respect the design of the principal building and

site as existing. The integrity of the early state house, English Cottage, and English and California Bungalow styles should remain when viewed from the street.

The effects of any future development within the HHA must be assessed in the context of the following identified features of this HHA:

- Subdivision of existing sites is discouraged, 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.
- Existing building setbacks are retained.
- Buildings are parallel or perpendicular to the street.
- Buildings use painted horizontal timber weatherboard or red bricks or painted plaster (including chimneys).
- Roofs coverings are brown or terracotta colour clay tiles or corrugated steel (with gables or hipped forms).
- Generally, windows have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways are narrow, single or 1.5 vehicle width. Large areas of parking are 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 are generally detached and to the rear of dwellings, with single doors.
- Garages are not forward of the original building.
- Other accessory buildings, regardless of size, are generally not forward of the original building.
- Front boundaries in Wilson Street 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 are open; fences or walls are not sympathetic to the historic heritage values of the area.

## **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.*

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. A 1938 aerial photograph shows that approximately half of the lots in Wilson Street had been developed at that time.

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

The place has **moderate local** 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.*

There are a mix of housing typologies within Wilson Street, including California and English Bungalow styles and state houses, and more consistent state housing in Pinfold Avenue and Watts Crescent. These reflect the historical context of the area – with a combination of materials and styles constructed by private owners from the 1920s and the more cohesive style of state housing from the 1940s.

The rectilinear alignment of Wilson Street reflects that expected during the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949), whereas the curvilinear form of Pinfold Avenue and Watts Crescent is more reflective of the emerging Early Post-War Development (1950–1980) development period.

The state houses on Wilson Street are mainly contained to the southern side of the street, to the east of the intersection with Pinfold Avenue on lots which are shown vacant on a 1938 aerial photograph of the area. It appears likely that the subsequent buildings on these lots would have been 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.

The buildings are typical of the 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 inasmuch as they are typical of houses of the period and of early state housing, rather than being designed by a particular known practitioner.

The place has **high local** 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 first subdivided in 1920, with further subdivision occurring over the next 20 years. The potential for information regarding earlier human occupation is therefore low.

The place has **low local** 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 area has some significance as an area of early state housing (which is in itself of National significance). The infill housing in Wilson Street can be seen as an example of the integration of state housing tenants into suburban communities, rather than forming large estates.

The place has **low national** 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	Moderate	Local
b) Physical/Aesthetic/Architectural Qualities	<b>High</b>	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	Low	Local
f) Cultural Qualities	Low	Local
g) Scientific Qualities	None	

### Statement of 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).

An important contribution to the heritage significance of Pinfold Avenue and Watts Crescent is the large number of frontages which remain open plan, with no fencing along the street boundary. Any further fences would have a negative impact on the heritage values of the area.

Overall, 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). 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

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 was also rolled out to the previously undeveloped lots in Wilson Street which was created through the far earlier Wilson Street subdivision.