

BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

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

AND

IN THE MATTER Session 2 Historic Heritage Items

STATEMENT OF EVIDENCE OF LAURA LIANE KELLAWAY

ON BEHALF OF WAIKATO HERITAGE GROUP # 427

DATED 21 SEPTEMBER 2023

INTRODUCTION

1. My name is Laura Liane Kellaway. I hold a Bachelor of Architecture Degree and a Master of Architecture Degree from the University of Auckland. I am a member of ICOMOS New Zealand. I am a registered Architect and a Fellow of the New Zealand Institute of Architects. I have practised for over thirty years specialising in heritage with experience in the building, heritage consultancy and architecture. I am a Waikato based Historian.
2. I am acting on behalf of the Waikato Heritage Group.
3. As a long-term resident of Hamilton, I am familiar with both Hamilton and the greater Waikato region.
4. The Waikato Heritage Group submission number is # 427 and includes a further submission.
5. Waikato Heritage Group (WHG) is a non-statutory, independent voice for heritage in Hamilton. Their main aim is to help preserve historic places in Hamilton; and the greater Waikato region for the benefit of present and future generations and to lift awareness and appreciation of heritage values. WHG members have been involved in identifying and protecting the region's limited historic heritage for many years and include historians, conservation architects, and members of the community. This work has included key roles in establishing community-recognised historic areas and sites, including South End Victoria Street, Frankton Railway Village and Hayes Paddock.
6. My practice involves architecture and assessing and addressing heritage-related and architectural issues in New Zealand and includes submitting to Hamilton City Council District Plans since 1991. I have been engaged as an expert witness. I have worked with a range of councils, including as Conservation Architect for Heritage New Zealand Pouhere Taonga. I have been involved in identifying and assessing historic heritage in New Zealand, including the Waikato, for over thirty years, and assisting heritage owners. I have provided advice on historic places and areas, character areas since the 1990s.
7. I have written and reviewed statements about physical heritage as a means of establishing heritage values, reviewed building developments, participated in heritage studies, written Conservation Plans and been involved in historic and character areas in New Zealand for over 30 years. I was directly involved in the Waikato Heritage Study 1999, the only Waikato regional based heritage study, which looked at the Waikato region, including themes and potential heritage areas.
8. I am familiar with the existing Hamilton City Council Operative District Plan Historic Heritage Items schedule, and many of the buildings, structures and places that have been identified as possible historic heritage. I have been involved in inventories and heritage surveys in the Waikato region.
9. I carried out some site visits to the proposed WHG Heritage Items over the last three months, from the road. I have also visited a few of the places prior to 2023 in a private capacity.

CODE OF CONDUCT

10. 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 and 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.
11. I note my conflict in relation to a personal submission, and as a former member of the Waikato Heritage Group. I was also engaged by Hamilton City Council in 2007 to report on the former NZ Dairy Factories complex.

SCOPE OF EVIDENCE

12. My evidence sets out the following:
 - a) A summary of the heritage values in Hamilton
 - b) Amendments to WHG Inventory of Historic heritage Items
 - c) Comments on Historic Heritage Interiors scheduling
 - d) Historic Heritage Items - Criteria and Methodology as outlined in Appendix 8 of the ODP and set out my recommendations.
 - e) Historic Heritage Interiors scheduling
 - f) Historic Heritage Items - Criteria and Methodology
 - g) Retaining overall heritage values
 - h) Historic Items and Plan Change 12
 - i) Definitions
 - j) Heritage Landscape, Setting and Context
- 9As per Panel Direction #15 dated 11 August 2023, my evidence addresses the 39 of the heritage items proposed by WHG sites where I have completed a heritage assessment. (Appendix 1)

EXECUTIVE SUMMARY

13. In anticipation of urban intensification [through Plan Change 12] and to underpin conservation planning policy, the adoption of historic heritage areas by the Hamilton City Council (**HCC**) is to ensure built heritage features are protected.
14. Historic heritage is an asset, mostly intangible, but encapsulated in property that also includes other assets/values. Since the proposed HHA framework focused on protecting, maintaining, enhancing the heritage component, there is potential to run into conflict with the non-heritage assets of the areas in question. This often leads to private cost and public benefit outcomes.
15. For historic heritage assets, their value emanates from a shared historic cultural context. The heritage assets are associated with buildings, landscapes and natural features that are embodied within a physical state or property. The property regime within Hamilton is predominately private, individually owned, and because items commonly have other values, key issues can emerge at the interface between management or preservation of historic heritage and the management of those other, non-heritage values.
16. I agree with Ms Caddigan para 69. The value of historic heritage may change due to clustering of heritage assets in a particular location, as is the case with any items proposed as a group or part of a group. If a group of heritage items or historic heritage buildings are concentrated, creating a group of items, heritage area or precinct, or streetscape, there is value associated with heritage density (e.g., as a destination for heritage visitors or providing an historical marker in the development of the city; or similarly for natural/cultural heritage, in the formation of heritage landscapes) on a different scale that generates collective benefits/value. A group can be considered under Historic heritage items. WHG has several proposed Historic heritage Items which are part of different group types to be considered.
17. The identification and assessment of proposed new Historic Heritage Items in PC9 have been anchored around a long period of over 25 years without a city-wide survey (as noted by WSP) and addressing long standing proposals. However, in viewing the proposed city map it is evident that areas of the city seen to have no proposed historic heritage. This would indicate a discrepancy when these areas do not include consultation with heritage groups.
18. In my view, the history and uniqueness of Hamilton is largely connected to the structure of its physical form linked to the particular socio-economic needs of society at the time. However, I consider the historic urban landscape has not been properly considered, where it relates to the proposed historic heritage items, and where it does not relate to buildings and rather landforms, vegetations, gardens and other landscape features which form part of the setting and context for historic heritage in Hamilton. These are all finite natural and physical resources that contribute to an understanding and appreciation of Hamilton's rural, urban, and industrial history. An example is the proposed Ruakura homestead and its associated memorial drive.

19. In general terms, I consider the proposed historic heritage items identified by WSP are generally appropriate with a range of known items and new, however there are types and known items that are not included including items previously identified. In my view additional items should be considered, including a range of items which should include Modernist heritage, industrial and commercial heritage, landscape heritage, and interiors, and the supporting planning framework in the District Plan, as discussed by Ms Caddigan and Ms Galt. It requires, in my view some amendments to the existing framework, and amended definitions to ensure robust protection of the historic heritage items.
20. I have provided assessments for 39 of the approximately 190 WHG proposed individual historic heritage items including a number which have been previously recommended, to provide a more robust city-wide selection. Several interiors are proposed. I support the inclusion of owners who request scheduling, however, do not support Ms Galt that non homeowners' interiors are excluded. There are significant interiors in Hamilton, without scheduled identification, and for council owned items (publicly owned) there are existing conservation reports identify historic interiors in including Beale Cottage and the Frankton Railway Institute suitable for inclusion in HH items. There should be the capacity to include interiors as part of an integrated approach were defined within the proposed plan change.
21. Representing a range of types of historic heritage gives a more robust city-wide approach. WHG identified an absence of former farmhouses and agricultural heritage. In reviewing existing information, the difficulties with this area of research in the city is acknowledged but is part of the history of the city and should be represented.
22. I support Ms Caddigan that there is a need to ensure the history of Hamilton and its development pattern is fully understood in order to underpin the identification, and protection of historic heritage items which may be of local, regional and or national significance. And that it is also important to include setting and context, which is a broader and more robust understanding of historic heritage and its values.
23. A review of some of the preliminary histories that have been included in the preliminary heritage items assessments and recommend a review to ensure that the background history is specific to the area or suburb. For instance, Frankton has been used in Hamilton east items.

AMENDMENTS TO WHG INVENTORY HISTORIC HERITAGE ITEMS

24. The inclusion of the following WHG proposed items is supported based on reading of the documentation provided and assessment (in Appendix 1) with some amendments to a few of the rankings.
25. Since the initial WHG list in 2022 the following historic heritage items have been removed or have insufficient known heritage value at this time including:
- a. WHG#145 Doctor Pollard House, at 1 Whatawhata. Demolished 2023.
 - b. WHG#131 Farmhouse 91 Alfred Street (withdrawn at owner's request)
 - c. WHG# 127 Farmhouse at 120 Old Farm Road
26. I also table proposed items with a change of name, but the correct address:

- a. WHG#013 Central Waikato Power Board buildings is identified Department of Electricity
- 27. Following my assessment, the following WHG historic heritage items have amended rankings under the Operative District Plan criteria:
 - a. WHG # 008 NZCDC small building changed from A to Bⁱ
 - b. WHG # NZCDC kiln changed from A to B
- 28. The following proposal is withdrawn due to incorrect address:
 - a. WHG#155 Hughes and Jenkins Drapery shop former at 112 Commerce Street. The address was 110 Commerce Street.
- 29. The following historic item have been in my view demolished in the interim and or seriously compromised and are removed:
 - a. WHG Former Doctors House Dinsdale Rd demolished.

WHG PROPOSED HISTORIC HERITAGE ITEMS

- 30. In my view the WHG have identified several items which have been previously identified by societies, groups and individuals, and previous studies such as the former CAC Artillery Flats, WHG#0238, which as a group reach historic heritage significance (Appendix 1 WHG#028). In addition, modernised the understanding of Hamilton's historic heritage to include places that are now rare examples of the city's rural histories and Modernist architecture as one of New Zealand's first 20th century cities and its distinctive mid-century historic heritage.
- 31. The absence of a range of Modernist historic heritage, including research, educational and institutional heritage is, in my view, a significant gap in the proposed items. Proposed items which have publicly received NZIA Enduring Architecture awards recognised by professional bodies should be included in the proposed schedule.
- 32. In my view, and in support of the approach of Ms Caddigan and Ms Galt, interiors should be included as part of historic heritage items. However, there may also be interiors that independently have sufficient heritage values to be scheduled. The framework should allow for both. An example maybe a theatre that has a significant interior, yet the exterior is highly modified.

HISTORIC HERITAGE INTERIORS SCHEDULING

- 33. Retaining the integrity of a historic place is important and a more robust means of protecting a cohesive understanding of the values. To ensure that a range of heritage values and items are included I support the proposed inclusion of interiors and an associated framework as discussed in the evidence of Ms Caddigan and Ms Galt. Ms Caddigan and Ms Galt support the inclusion of one interior, however, exclude any additional interiors.

34. Conservation Plans and previous assessments for HCC can provide supporting documentation, along with existing historic heritage assessment reports. Examples of two reports for HCC Beale Cottage and the HCC NZR Railway Institute, both which contain interiors of value. Additionally, there is one existing interior on the schedule- Paul's Book Arcade, H 72, by Ernest Plischke which while scheduled as a HHI may not have an interior framework to support retention of interior heritage values.
35. I support Ms Caddigan (para XX) and Ms Galt's recommendation to provide a framework to include interiors but disagree that it should be limited to one scheduled entry (I have provided expert evidence for Submitter # 441 on this item. This is not best practice in my view, and out of line with other cities such as Auckland, and Christchurch which have included parts of and interiors but either notating as elements or excluding as common practice. And can led to the reduction of heritage values such as the former Central Post Office, where while the dome is scheduled, the significant 1930s interior was not and is now substantially lost.
36. While it is recognised that this imposes additional constraints it also allows future generations to see interiors that are of significant value in terms of interior design, fittings, and ceremonial use. Publicly owned items with identified interiors of heritage value can be included and are community owned. tailed Hamilton City Council owns existing historic heritage that has heritage values in setting, context, exterior and interiors. Where identified the council owned heritage, where the interiors are identified should be scheduled to ensure there is at least a small selection of historic interiors including Beale Cottage and the Frankton Junction Railway Institute. Paul's Book Arcade interior, with owner permission, could also be included within the existing scheduled item descriptor, as there is sufficient information on the elements.
37. Future scheduling should in my view automatically consider interiors to improve retention of both integrity and authenticity for overall heritage values.
38. It will be some time before another plan change the inclusion of interiors and landscape items should be included within the heritage planning framework, definitions, schedules and rules, with any public heritage items with identified interiors considered. Another period before consideration is likely to reduce the city's heritage interiors.

HISTORIC HERITAGE ITEMS - CRITERIA AND METHODOLOGY

39. The existing criteria has been proposed to be modified to support the historic heritage items, retaining the recognition of A and B rankings. This system has given a degree of protection over time, except for the rule framework for B rankings, in my view, has been limited in protecting heritage in regards partial demolition, demolition and relocation. I support Ms Caddigan's comments that the rankings need clarification, and the WSP proposed levels for assessment criteria.
40. Ms Caddigan considers the ODP's current two-tiered categorisation with three threshold levels is an inherent issue. She recommends a clear relationship to the A and B rank categories (para 63). I agree.

41. The existing criteria for heritage significance of the operative District Plan 8-1.2 criteria provides a range of recognised standard heritage values. In my view the introduction by WSP of several more levels of significance to include low, moderate, high, very high is a minor extension to the existing levels of significance assists with providing a more appropriate range for assessment. Expert conferencing was undertaken for considering levels of historic heritage areas but did not include historic items (24 August 2023) but did not reach agreement. I support that there should be a consistent method of assessment between historic heritage areas and items in general, and in in criteria for inclusion and assessment, and in levels. Using the existing HCC criteria and proposed levels or the WRPS Criteria.
42. I agree with Ms Caddigan's position where she disagrees that a plan ranking of B should be restricted to places of regional or national significance (para 46). There is no existing regional inventory to support assessment.
43. Local historic heritage of local significance, in my view, forms a substantial part of the existing schedule. A change to the level for ranging to regional and above would exclude those places of heritage significance to the local 'city' community, and potentially affect the capacity for historic heritage to reach a higher level of significance later.

Threshold of value for inclusion in the schedule

44. I support a threshold of significance of moderate for historic heritage items by WSP which is in line with other cities such as Dunedin and Auckland, and reflects the range of Hamilton historic heritage, based on a Summary Statement of Significance which includes at least one of the values criteria.

RETAINING OVERALL HERITAGE VALUES

45. Retaining an outdated focus on historic built heritage on front facades in the rule framework, in my view, undermines the understanding of historic heritage as place based and as being three dimensional if structures or buildings. The 'front' protection framework on architecture leaves the full structure vulnerable to demolition (with no interiors protected) along with rear structures as contributing an non-contributing has not been incorporated in the operative district pan and generally site elements are not clearly identified. Historic heritage items and elements such as associated outbuildings and landscape are at risk and potentially reduce the setting and context values. Hamilton has historic heritage items which should include items such as historic alleyways, arcades, and in residential areas both houses and Hamilton's industrial heritage have outbuildings.
46. I support Ms Caddigan and Ms Galt that contributing and non-contributing is included in the definition, however I note there is insufficient proposed framework to protect setting and

context. Rules are required that identify and then protect setting and context to ensure inappropriate subdivision is given effect under the RMA.

47. In addition, the impact of development in adjacent properties, on historic heritage items, as part of protecting setting and context has not been addressed. There is no buffer zone considered. Equally in the south end where the historic buildings are small scale there is no rule to control the impacts of additional storeys on top and the loss of the building except façade above verandah.
48. Retaining Integrity and authenticity is remains poorly addressed in the proposed framework, especially for B rankings. There is no rule for monitoring an assessing cumulative change and impact on heritage values to establish whether the current rules are retaining heritage values.

EXTENTS

49. I support in part Ms Galt's inclusion of extents however disagree that current proposals should be considered 'next time'. The delay in establishing extents gives less certainty to owners and may result in additional costs.
50. In my view, a more holistic, multidisciplinary approach that considers multiple values that contribute to the significance of historic heritage is needed. A place-based approach that acknowledges the diversity of Hamilton's historic heritage [as a 20th century provincial centre] and the range of forms it takes, including landscapes, features, sites, and settings is needed, along with cultural landscapes. Such an approach would allow for a full understanding and appreciation of the values and overall significance of Hamilton's historic heritage. A place-based approach is in accordance with recognised good heritage practice, both within New Zealand and internationally (ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value, Revised 2010).

INTEGRITY

51. Integrity and rarity are factors that are currently applied to assessment. Integrity does not necessarily relate to the original design but can derive from a wider period of significance. Later modifications to the place could be just as significant (sometimes more) than an original design or configuration. Historic heritage in my view may be modified over time but not all change is detrimental, subject to heritage valuing. Modifications should be assessed as to the effect they have on the overall significance of the overall area.
Integrity does not only relate to physical fabric; the way integrity is considered is dependent on the value being assessed (e.g., historical). There are different aspects of integrity to consider, including the materials used, the design and craftsmanship involved, the location, immediate setting and wider visual linkages, and the intangible values of the continuing association with significant people or institutions or cultural practice and intangible values included in historic heritage.
52. While several new rules for the proposed Historic Items are in Plan Change 12 and as such out of scope, it remains a concern that the advancement of an integrated approach to historic

heritage - items and archaeology may lead to unintended consequences as the following rules will impact on sustainability of the historic heritage as a finite resource in my view.

PLAN CHANGE 9 AND PLAN CHANGE 12

53. Control on heights in commercial heritage is important to retain the form and scale and allow for a continuation of how the historic item and proposed historic area is seen. There have been no existing height controls or framework to protect the low scale historic buildings already scheduled and proposed to be scheduled. There is no set back rule or framework to retain scale and integrity of commercial and shop heritage. There is the potential to significantly reduce heritage values by building multiple storeys directly above the historic commercial buildings. I support a rule that addresses heights and or alternative transfer of air space or similar to retain heritage values of integrity and scale.
54. There has been no identification of existing heritage values of commercial historic heritage below the veranda to protect historic fabric or enhance in historic terms shop fronts. There has been no consideration that historic heritage is also below the veranda and can be integral to HHI. As a result, very few historic shop fronts below the veranda remain in Hamilton City. Authenticity and integrity below veranda should have rules. Two examples are the scheduled Former Howdens H73, on Victoria Street, and Paul's Book Arcade H72.

DEFINITIONS

55. I support Ms Caddigan's inclusion of definitions. In my view the additional definitions would help with understanding elements and terminology within historic heritage such as 'non-contributing', but note it seems to only apply to HH Areas and no items and would support the consistent use of this definition under HH.

HERITAGE LANDSCAPE AND SETTING AND CONTEXT

56. In my view, the protection given by s 6(f) of the RMA extends to the curtilage of the heritage item and area, the surrounding area that is significant for retaining and interpreting the heritage significance of the heritage. This may include the land on which a heritage building, or structure is sited, its precincts, built landscape and the plantings surrounding the heritage item, and can also be a site that maybe without buildings and structures. The WHG proposal of the Ruakura memorial Drive is an example of this, where in my view it has its own heritage values.
57. I agree with Ms Galt (para 80) that historic heritage values are not always easily defined by legal boundaries. It is important to evaluate the relationship of historic heritage (items, buildings, and areas) with their context and other surroundings, such as the nearby parks, site landscape design and structures associated with a site. Having a known extent is important and would be better as documented in the schedule, and not by the definition of setting.

58. A heritage landscape plan along with the architectural assessment forms an integrated approach to defining a historic area and its significant elements and providing guidance for both protection and in non-regulatory guidance. In my view a heritage landscape report and incorporation within historic heritage is critical to retain elements which may otherwise be considered non heritage when developing and or subdividing.
59. Hamilton has many historic trees that are directly associated with historic farms and homesteads, and sites, including of historic regional significance. It can form setting and curtilage and be historic heritage as an item, grouping or area.
60. Historic landscape and landscape as setting and context has not been included in the WSP preliminary assessments, as part of an integrated approach, and not assessed with Notable Trees. In my view the city's Historic landscape is at risk as a result including with HHI.
61. It is noted that **#427 Waikato Heritage Group** has sought that Council conduct a city-wide Heritage Landscape Assessment Review. This work has not been part of the PC9 preparatory work, but the submitter has been invited to discuss this with Council. The risk to retention of historic landscape has not been addressed in PC 9 including in Scheduling of Notable Trees and will likely result in ongoing loss of heritage values in historic setting and context of historic heritage including HHI. A further plan changes to look at this is likely to be a number of years away and will place identified places at risk.








































CONCLUSION

62. In summary I have assessed 26 of the WHG. A few have been reduced (Appendix 2) and have been removed. The. I support inclusion of 26 (Appendix 1), to provide a range of historic heritage items including items that may be scheduled as a group within the Proposed District plan change.
63. Several interiors are proposed by the WHG with a focus on existing scheduled items, owned by council, or requested by owners. I support Ms Caddigan and Ms Galt's recommendations for the inclusion of interiors within the existing framework along with associated rules. However, disagree that only one is included. A small selection of interiors can be included which supports an integrated approach to historic heritage, which would be in line with other major city schedules such as Auckland City Council, which have recognised the importance of interiors as an integral part of a historic place.
64. In my view a framework and rules for inclusion of historic landscape have not included within the proposal of PC9 historic items and associated framework. Notable trees are not the appropriate place. There is an absence of landscape as historic heritage items as part of a historic heritage item or in its own right. A statutory pathway and framework within existing frameworks for historic heritage items and areas - would give a more integrated approach to the place and provide for setting and context that equally has historic heritage values.

Dated this day of 21st September 2023.

Laura Liane Kellaway

Appendix 1 – Topic – Historic Heritage Items- Heritage Assessments of WHG and WHS (38)

 WHG 001 NZCDC Te Rapa	
 WHG 002 Frankton Saleyards	
 WHG 003 GE Clark & Sons	
 WHG 004 Ambury & English	
 WHG 005 NZCDC Frankton Box factory	
 WHG 006 Frankton kiln	
 WHG 007 NZCDC Tin Factory	
 WHG 008 NZCDC small building	
 WHG 012 Deanwell School	 WHG 052 Lambeth house form V1
 WHG 017 Campbell building	 WHG 075 Hitching Post cnr Grey and Clyde Sts
 WHG 021 Former Ruakura Staff Houses form V1	 WHG 076 Hitching post Grey and te Aroha
 WHG 023 Hui te Rangiora	 WHG 080 NZR Underground Station
 WHG 024 Te Puna o te Ora Hostel	 WHG 081 Hamilton Railway Station
 WHG 028 CAC Ammunition Workers' Flats	 WHG 109 8 Rifle Range Rd
 WHG 029 Ammunition Factory (2)	 WHG 122 Flaxdale
 WHG 030 Courthouse Interior	 WHG 128 Farm house Primrose
 WHG 031 Frankton Police Station (Former)	 WHG 133 Williamson house
 WHG 032 Frankton Police House (Former)	 WHG 136 FAC building
 WHG 034 Tidd Homestead (Former)	 WHG 149 Vacuum Oil (Caltex) Building
 WHG 036 24 Marama St	 WHG 167 Shop 226-8 Victoria St
 WHG 037 26 Marama St	 WHG 170 Jamieson Kindergarten
 WHG 039 Inventory 1 Rostrevor St	 WHG 183 Hamilton West Cemetery
 WHG 040 Offices Rostrevor St	 WHG 191 Little Bull Sculpture
 WHG 047 House 87 Tristram St	

Appendix 2 – Historic Heritage items- modified or withdrawn

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- a. WHG#013 Central Waikato Power Board buildings is identified Department of Electricity

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Building/ Site Name: Former NZCDC Te Rapa main buildings

Address: 1344-1380 Te Rapa Road



Fonterra from Te Rapa in 2023 showing glazed curtain walling.

District Plan Reference/ category:

Legal Description: Lot 1 DPS 29922, Lot 1 DPS 10458, Pt Lot 3 DPS 5134

Zoning:

Listed HNZPT: No

Date of Construction: 1968 (completed); modified 1991-1992

Designer/ Builder: 1968 Gilmann, Gary, Clapp & Sayers (architects)/Street Construction (contractor); 1992 Hawkins Construction

Current use/Building type: Industrial/Factory

Visible materials: Concrete, glass curtain walling, steel, internal workings of factory.

Proposed extent:

The land described as: Lot 1 DPS 29922, Lot 1 DPS 10458, Pt Lot 3 DPS 5134, but limited to the 1968/1992 main buildings of two tower blocks and connecting blocks. Excludes associated warehouse buildings and post 2000 extensions to east and north of original buildings, and interiors.



HISTORY/ HISTORIC VALUES:**History/ Historic summary**

The buildings are of national significance as the company is one of the largest dairy companies in New Zealand and has made major contributions to the economy. The site is iconic and until the motorway developments was the landmark building on entering Hamilton city. The use of transparent glazing to show the interior workings of the factory to the public has been used on the original 1968, and later, modifications.

From the 1880s there were several independent ventures into creameries and cheese factories, which failed, merged or were taken over by larger companies.

In 1905 Ambury & English established the Frankton Butter Factory (H62 and H85, Schedule 8A, Operative District Plan, 2017) at the northern end of Norton Road. They planned to bring cream from 20 creameries in the district to the factory for processing and also to have a railway siding from the Main Trunk Line.ⁱ The factory operated until 1910 when the company was bought by the New Zealand Dairy Association.ⁱⁱ

William Goodfellow established the Waikato Dairy Company in 1909, changed its name to the Waikato Co-operative Dairy Company in 1910 and in 1915 formed the Waikato Co-operative Cheese Company.ⁱⁱⁱ Their factory was facing Anglesea Street near the corner of Ward Street. The company was in competition with the New Zealand Dairy Association, but in 1919 the two companies merged to become the New Zealand Co-operative Dairy Company (NZCDC). William Goodfellow was its managing director from 1919 until 1932.

In 1913 the Waikato Dairy Co-operative relocated their Anglesea Street factory to the Frankton butter factory site and, as the new NZCDC, built several more buildings, including the electrical workshop. By 1924 the campus consisted of two butter factories, a casein factory, a tin factory, a box factory, an engineering works, a kiln, a power-generating house and a substantial network of services. The site was fully lit and had its own fire brigade and security team.^{iv} By the 1920s the dairy factory at Frankton had its own railway siding running through the site, as rail was the main form of transportation.

The NZCDC continued to grow by acquiring the smaller co-operatives in the area, becoming the largest dairy company in New Zealand at the time. By 1928 the NZCDC controlled 75% of the Waikato's dairy output. Sites such as Waitoa and Matangi formed small settlements specifically based on dairying.

On April 20, 1968, the NZCDC's dairy factory opened at Te Rapa on Great South Road – at that time it was the largest and most modern dry milk powder factory in the world.^v Although it was then outside Hamilton's boundary it employed many workers from Hamilton; it is now within the city. It employed 150 staff to maintain the plant, a fleet of 52 stainless steel milk tankers with drivers; in 2018 it processed 300 tanker loads of milk per day. The company built a small village on-site, housing 35 key staff members. Now owned by Fonterra, the factory processes milk from 1000 local farmers and employs 500 staff.^{vi}

The 1968 \$9million Te Rapa factory was opened by the Prime Minister, the Rt Hon, Keith Holyoake, and the factory's \$130million major upgrade was officially opened by the then Prime Minister, the Rt Hon. Jim Bolger.^{vii}

The modifications in the 1990s changed the design however they retained the original design principles. A big feature of the 1992 upgrade was the major use of technology to make dairy products efficiently and hygienically.^{viii} The building is unusual for its time in that it is a tower block in a rural landscape. This building type continues to be used by Fonterra and dairy companies today in rural areas, based on functionality.

In 2001 the New Zealand Dairy Group and the NZCDC were merged into Fonterra.



NZCDC's factory at Te Rapa with the workers' houses at top right.^{ix}



Milk powder factory at Te Rapa c. 1968. HCL_M00192.2

Architects Gillman, Gary, Clapp and Sayers

Established by EE Gillman in Paeroa in the early part of the 20th century, his focus was on dairy factories and homes. The architectural firm developed to be the Hamilton-based firm of Gillman, Gary, Clapp and Sayers from Hamilton. With its professional partnership having its head office in Hamilton it grew to be one of the largest firms of architects and engineers in New Zealand and was commissioned on a continuing basis by clients throughout this country and overseas. Their role in the design of dairy factories continued for many decades, with the partnership firm's work over three decades.

The former New Zealand Co-operative Dairy Factory at Te Rapa was an exemplar of the work of the partnership, and of decades of experience in designing dairy factories.

Associative value: The Historic Place has a direct association with the dairying industry in the Waikato and as the former New Zealand Co-operative Dairy Company, and activity of milk production of historical

significance to Hamilton, the Waikato and New Zealand. The buildings are associated with dairying, the NZCDC Company and Fonterra, and as part of Hamilton.

The original 1960s complex is associated with the work of the Waikato based firm Gillman, Gary, Clapp and Sayers, who were significant architects in the field of dairy factories and hospitals.

Historical pattern: The Historic Place is associated with broad patterns of local, regional and national history, of dairying and milk production development. It is part of important social or economic trends and activities with particular regard to the dairy industry, and the development of farming co-operative practice at a regional and national level.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The buildings incorporate both the 1960s and 1990s modifications, with the use of transparent glass curtain walls to show the physical workings retained.

The original designers Gillman, Gary, Clapp and Sayers are significant Waikato architects responsible for many commercial and civic complexes in the region.

While the integrity of the original 1968 design of the tower block has been significantly modified with the 1992 changes, the buildings retain the monumental scale set in a grassed landscape.

CONTEXT

Setting, Group Value, Landmark Value, Context

The setting and context of the complex is of significance as the building type is more commonly used in a city context. The design is specific situated beside the main thoroughfare into Hamilton, Great South Road.

Its landmark quality has been retained as although now within the city boundaries the site remains within a large rural setting. This setting is part of both periods of landscape design, with lower-level buildings and parking generally kept to the rear of the site, facing the river. The building marks the entrance to Hamilton city from the north. This area has not been built out.

The setting is integral to the design, and for seeing the transparency of the building at night.

ARCHAEOLOGICAL VALUES Refer to NZAA for identification of sites. The property includes pa sites and cultivation sites.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The former NZ CDC buildings, now Fonterra, are symbolic of the rise of dairying and in particular co-operative dairy practices established in the North Island. While the factory site moved from Frankton to Te Rapa, there is now continuity with the site being established for over fifty years. It is identified by both the farming community and Hamilton citizens as the central of dairy production.

The building has been iconic in the Waikato landscape for over fifty years to make a statement of the status of the company, and when built was.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	high	high	high
Physical / Architectural Values	high	Modified with Two periods-high	high	high
Context and setting	high	high	high	high
Cultural Values	high			high

Summary of heritage values:

The criteria assessment covers values of a, b, c, d and e. It supports a ranking of A.

The place is the headquarters of nationally significant dairying co-operative and milk processing plant; now Fonterra. The tower buildings are iconic landmarks. On April 20, 1968, the NZCDC's dairy factory opened at Te Rapa on Great South Road – at that time it was the largest and most modern dry milk powder factory in the world. It is an iconic dairying building with both the 1968 base and 1992 work contributing to retaining the high rise building set in a planned farm landscape. The transparency to see inside the building remains a significant element. The fact that both the 1968 buildings and the 1992 modifications were opened by the

current Prime Ministers indicates recognition of the place's importance on a national level.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

Kilham, Jan, Report on NZCDC Factory unpublished ms 2023

Sayers, David, *The Goodwill Years: the remarkable story of a professional partnership* Bankwood Books 20 Jan 2012

Site assessment: Site has been viewed from street only.

Form prepared 2023

Surveyor/ Researcher Jan Kilham, Lyn Williams

Assessor: Laura Kellaway

ⁱ *Waikato Argus* 22 July 1905

ⁱⁱ *Waikato Argus* 29 July 1910

ⁱⁱⁱ <https://teara.govt.nz/en/biographies/4g13/goodfellow-william>

^{iv} HCC Heritage Inventory H62 and H85

^v <https://www.fonterra.com/nz/en/our-stories/articles/te-rapa-celebrates-50-years.html>

^{vi} <https://www.fonterra.com/nz/en/our-stories/articles/te-rapa-celebrates-50-years.html>

^{vii} *Waikato Times* 28 April 1968; *Waikato Times Special Supplement* 4 April 1992

^{viii} *Waikato Times Special Supplement* 4 April 1992

^{ix} <https://www.fonterra.com/nz/en/our-stories/articles/te-rapa-celebrates-50-years.html>

Building/ Site Name: Frankton saleyards

Address: 165 Norton Rd



Two views of the yards in 2023.

Zoning:

Listed HNZPT: No

Date of Construction: 1919-1921

Designer/ Builder: - Unknown

Current use/Building type: Stock saleyards

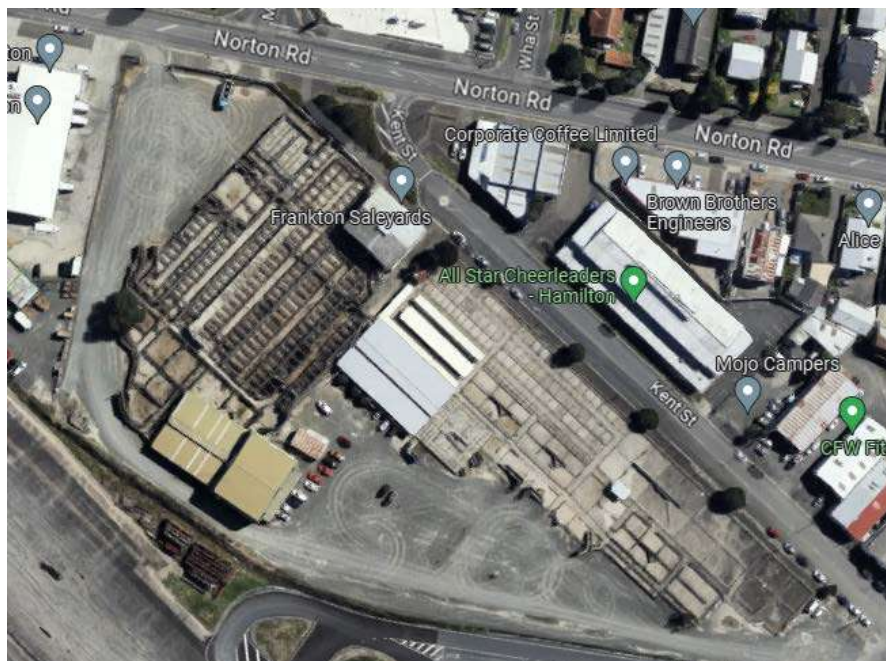
Visible materials: A mix of timber and galvanised metal pens and ramps; concrete floor; corrugated iron building with mix of materials.

Proposed extent:

Pt Allotment 8 Te Rapa Parish. The associated office-tearoom building, which has been proposed separately as WHG 134 with B ranking, is included within this proposal (WHG 002).

District Plan Reference/ category:

Legal Description: Pt Allotment 8 Te Rapa Parish

**HISTORY/ HISTORIC VALUES:****History/ Historic summary**

A key component of farming was the sale of livestock and as Hamilton developed as the heart of the Waikato and its agricultural industry several sale yards were built in and around Hamilton. Auctioneers ran the sales, as independent businesses or as agents for larger firms.

The first sale yards in Hamilton West were privately owned and run in the yard of the Commercial Hotel, which was on the corner of Collingwood and Victoria Streets. The Hamilton Borough Council took over the supply and operation of the sale yards in the late 1880s and purpose-built sale yards were located on the Market House Reserve (Allotment 106), which

is now Ward Street and the southern corner of Ward and Victoria Streets. The first sale was held on 9 May 1888.

Establishing the first Council-owned sale yards did come with some controversy as questions were raised about whether the yards would be built in time for the first sale.ⁱ Erection of the yards was seen as a progressive step on behalf of the Hamilton borough.ⁱⁱ

The Hamilton sale yards operated from this location until 1906 when the new sale yards opened further westwards on Allotment 453A, which was on the side of Garden Place Hill west of Selkirk [later Anglesea] Street. The sale yards were opened on 10 January 1907 in front of a large attendance of townspeople and farmers. Local MP Henry Greenslade officiated, saying the yards were evidence of the huge strides the district was making.ⁱⁱⁱ

In the mid-1910s it became clear that the sale yards and horse bazaar in Ward Street were no longer adequate in standard, size and location (stock had to be walked through town to the sales); Council had also placed restrictions on drovers and farmers leaving their horses near the yards, and taxed farmers for leaving their vehicles near the horse bazaar.^{iv}

After much debate a new site was chosen at Frankton Junction, adjacent to the North Island Main Trunk Line. The move to Frankton Junction brought the Hamilton Borough ownership to an end as Waikato Central Saleyards Company, a private company, was set up and shareholders were sought to fund the project. The company advertised its aims and particulars of the site in October 1917.^v Edward Goodwin was elected as chairman and held the position for 15 years. Members of the Jolly family were major shareholders.

While the company was formed in October 1917, tenders were not called for until April 1919.^{vi} Work started soon after, but the sale yards were not finished until June 1921 due to the inability to procure cement supplies for the concrete floors of the yards.^{vii} The timber used to erect the yards was totara and rimu and septic tanks were also installed for the runoff from the yards.^{viii} The Central Saleyards were officially opened by the Hon. D. H. Guthrie on 7 July 1921 along with the first sale.^{ix} The sale yards were extended by 28 pens in 1943.^x The yards were further extended in 1993, with extension of the covered pig pens.^{xi}

The Frankton sale yards are still used today. The site occupies just under five acres and was the largest fat stock market in the Waikato in 1970, with stock coming from as far afield as Te Kuiti.^{xii} A special feature of the site in 1970 was the rostrum, specially designed so the dairy stock can be sold indoors.^{xiii}

The saleyards now belong to NZ Farmers Livestock Ltd and PGG Wrightson Ltd.

Frankton Saleyards has been an enduring component of the central city for over 100 years, with it is the social environment provided to sellers and buyers, and the associated business attended to by saleyard visitors which has supported the business community.

To see a trailer of pigs being 'taken to market' down a central city street in 2023 is very rare and makes the contribution of the Frankton saleyards as important element of Frankton's identity.



The saleyards in the 1970s. HCL_M00291.23



Frankton Saleyards in the 1970s. HCL_M00289.16.

Associative value: The Historic Place has a direct association with or relationship to the farmers and stock firms including the nearby FAC building, stock sales being an activity that is of historical significance to Hamilton and the Waikato and of major economic importance.

These are the only extant stock yards in Hamilton City.

Historical pattern: The Historic Place is associated with broad patterns of local and regional history, including development of the agricultural industry.

The site is beside the North Island Main Trunk Line, a major factor in the choice of location. It was also on a major driving routes along Rifle Range Road, Maeroa and Norton Road. Currently it is also close to the main roads from the north and west for truck transport. Prior to the establishment of the Frankton yards stock had to be driven through the central commercial area of Hamilton and Frankton.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Utilitarian stock yards with a range of different pens for different stock.

CONTEXT

Setting, Group Value, Landmark Value, Context

Landmark value within Norton Road and acknowledged within Frankton.

Associated with the adjacent North Island Main Trunk Line, plus major roads coming into Hamilton (former State Highway 1), with the FAC

ARCHAEOLOGICAL VALUES

Unknown

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The saleyards have been operating continuously on the same site since 1921 but are also part of a continuum of saleyards in Hamilton and Frankton since the 1870s. The farming community and associated businesses across the Waikato have generational ties to the operation of the saleyards, including business and social aspects. The saleyards have potential educational value as they stand within a modern city.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	High/regional		High/local	High/regional
Physical / Architectural Values	High/local		High/local	High/local
Context and setting	high		High/local	
Cultural Values	High/local to regional			High local

Summary of heritage values: The Frankton Saleyards are of regional significance and met criteria a) historic value, b) physical values, c) context as a landmark in the city, and under f) cultural value for the farming community and Frankton. Regionally significant and intrinsic to the history of the Waikato agricultural industry and a major part of Frankton history. Established over 100 years ago and still functioning, and rarely for New Zealand, still within a major city. Opened in 1921.

Sources for information: Williams, Lynette “A Thematic Review of the History of Hamilton”, a technical report (Draft) for Hamilton City Council 2022

Form prepared 2023
Surveyor/ Researcher Lyn Williams, Laura Kellaway

Assessed by Laura Kellaway

Viewed from streets and from railway.

ⁱ *Waikato Times*, 28 April 1888; *Waikato Times*, 3 May 1888; *Waikato Times*, 5 May 1888

ⁱⁱ *Waikato Times* 10 May 1888

ⁱⁱⁱ *Waikato Argus* 11 January 1907

^{iv} *Waikato Times* 6 March 1916

^v *Waikato Times* 12 October 1917.

^{vi} *Waikato Times*, 12 October 1917; 3 April 1919

^{vii} *Waikato Times*, Supplement 19 March 1921

^{viii} *Waikato Times*, Supplement 19 March 1921

^{ix} *Waikato Times*, 25 June 1921, Supplement; *The Settlement and Development of the Waikato, New Zealand*, p. 193

^x *New Zealand Herald*, 24 February 1943

^{xi} *Waikato Times* 19 July 1993 p.3

^{xii} *Waikato Times* 23 September 1970 p.16

^{xiii} *ibid*

Building/ Site Name: GE Clark & Sons Building

Address: 25 -31 Ward Street



Google Maps 2023

District Plan Reference/ category:

Legal Description: Lot 5 and Pt Lot 6 DP 4197

Zoning:

Listed HNZPT: No

Date of Construction: 1907

Designer/ Builder: Architect Fred E Smith¹ (1907) or FC Daniell (presumed); 1946 and 1950 builder was FT Hawkins Ltd.

Current use/Building type: Retail/accommodation? / Shops and Offices

Visible materials: Two-storey building with offices in upper storey and shops below. The original 1907 gables can be seen above the 1940s parapet. Includes the 1907 building formed with two roof forms.

Corrugated steel roofs and front gables. Aluminium joinery (modern). Original 1940s signage, art deco parapet, shop front glazing, office doors, suspended verandah. Side façade and rear façade plain with openings on both sides. Corner curved wall on Ward Lane corner. Historic flagpole.

Proposed Extent:

Land described as Lot 5 and Pt Lot 6 DP 4197, includes building and verandah. Significant elements include, but not limited to: roof form and original 1907 building, 1940s parapet with signage, suspended verandah.



Google Maps 2023

HISTORY/ HISTORIC VALUES:**History/ Historic summary**

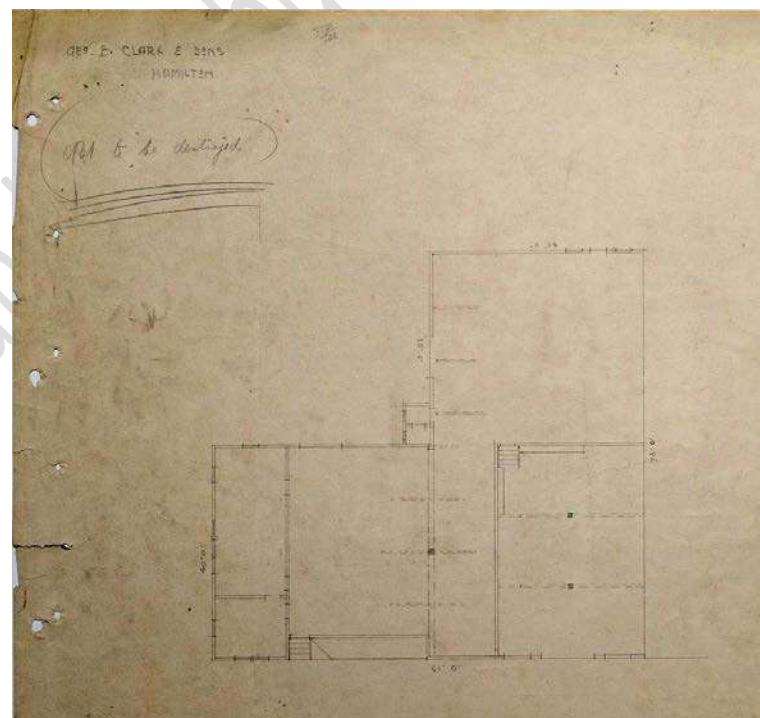
G.E. Clark & Sons was established in Cambridge by George Edward Clark in 1903, enlarging a well-established firm run by Clark. George's son Harry Herbert Clark set up the firm of GE Clark & Sons with his father. Ward Street was not opened up until 1906, and the small sections for commercial premises were not surveyed until 1907, so GE Clark's was one of the first buildings on what had been stock saleyards. By that time Hamilton was developing fast as the service centre for the Waikato farming industry, and several stock and station agents, and produce suppliers, were being established in the town.

In 1907 Harry Clark came to Hamilton to open up the Hamilton branch of GE Clark & Sons. GE Clark had engaged Hamilton architect FC Daniell to design a commercial building, so it is presumed he was engaged for the Ward St building. However the architect could be Fred E Smith who was already practicing in Hamilton.ⁱⁱ Elements of the early building remain, with the twin gables of the original roof visible above the façade, which was given a Moderne makeover in the late 1940s.

G.E. Clark & Sons supplied bone dust and other manures, seeds and grain to Waikato farmers.ⁱⁱⁱ

In 1920 a rival business was established in premises next door to G.E. Clark's, A.M. Bisley & Co.; this building has not survived. Many regional agricultural-related businesses were established in Ward Street in the early 20th century as it was close to the Hamilton Railway Station, accessed from Ward Street, and the new saleyards further west on Ward Street.

GE Clark & Sons remained in business in Cambridge and Hamilton until 1977, when they were taken over by Allied Farmers. The current owners clearly value the building and its place in Hamilton's streetscape. It serves as a reminder of a man who was well-known and respected, especially those in farming communities, as well as of a major Waikato service business.



Plan for Geo. E Clark & Sons Commercial Property, n.d. Collection of Waikato Museum 1984/7/319^{iv}



G.E. Clark & Sons original building in Ward Street, 1939. The left-hand half of the building has a shop front, the right-hand half of the building has a large door for loading and unloading into the warehouse part. HCL_01143.



This photo of the building in 1938 shows the right-hand half was a larger warehouse. Part of HCL_00318

The original building (1907) is extensively changed with the work of the 1940s alterations; building permits were issued in 1946, 1949 and 1950. On 26 August 1946 FT Hawkins applied to extend the building with an upper floor, and in 1950 to make alterations.^v Associated directly with the building is the granary store at the rear of the building, which has recently been modified for accommodation.



G.E Clark and Sons , undated, with curved corner, suspended verandah and lettering. HCL_17053

Clark's granary store and mill off Ward Lane was identified in the 1980s as of historic value, however it failed, like a number of Hamilton's historic buildings, to be scheduled.^{vi} Until recently it was reasonably intact externally and had for many decades been Ward Tavern and a night club.



The re-vamped G.E. Clark & Sons Ltd.'s buildings and the Begg's Wiseman building can be seen at the Victoria Street end of Ward Street (to left). On Ward Lane is the grain store building of G.E. Clark & Sons Ltd., and the City Billiard Room. Bill Lindberg; HCL_15031

The 1940s alterations turned a Victorian building into an art deco building with associated streamlined design, curved shop window on the eastern end, and simplified signage and associated suspended verandah. The glazing of this period was of a high quality and was part of the shop fronts of Hamilton, where full-length display glass was part of the functionality of the place. The offices above remained for many decades.

It is unclear who designed the 1940s work, but Hamilton firm FT Hawkins applied for the permit as builder..

The recent introduction of standard aluminium domestic joinery at the upper level has diminished some of the values.

It is currently still shops on the ground floor.

Associative value: The Historic Place has a direct association with or relationship to, the well-known business of GE Clark & Sons established in Cambridge in 1903 and opening up a Hamilton branch in 1907. It is of historical significance to Hamilton and the Waikato as representing the development of businesses to service the growing important agricultural industry.

Historical pattern: The Historic Place is associated with broad patterns of local and regional history, including development and settlement patterns, early or important transportation routes, and economic trends and activities.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The 1940s design of the building is distinctive and shows a public face that would at the time have been very modern and progressive. The simplified details, and lack of decoration are part of this stripped style. The suspended verandah is an important element.

The original design work is very likely one of Hamilton's early architects. It is a rare building in Ward Street as dating from 1907 and is now the oldest surviving from when the street was established. Its granary is rare in Hamilton, with no other known granary store of this type.

The integrity includes both the 1907 and 1940s changes and is part of the distinctive continuum of a firm over several decades. The level is good except for loss of upper-level joinery.

CONTEXT

Setting, Group Value, Landmark Value, Context

The building is in Hamilton's central commercial district. It contributes to Hamilton's streetscape as a reminder of its earliest periods of

development and expansion, and construction of commercial buildings. It is one of only two early 20th century buildings which mark the previous status of Ward Street as an important town street.

It has group value, and in particular with its associated former Clark granary and mill store (unscheduled) which is at the rear of the main building, as it was part of the Clark site.



19 Ward Lane was once G.E. Clark & Sons' grain store and mill. Throughout the 1990s it was home to the Ward Lane Tavern.^{vii} HCL_17050

Setting in Ward Street is significantly changed. The element of the corner shop window facing Ward Lane, and Ward Lane which is directly associated with historic use of the streets is important.

ARCHAEOLOGICAL VALUES: Not known but the site was close to Kirikiriroa pa and its cultivations. The site was occupied by the sale yards prior to 1906.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The building is a reminder of Hamilton's role as the centre of a large agricultural community, and of the prime location of Ward Street adjacent to the Hamilton railway station.

Summary of assessed significance and management category

Place: GE Clark & Sons Building				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	regional		High	high
Physical / Architectural Values	moderate	moderate	moderate	moderate
Context and setting	moderate	low	moderate	low
Cultural Values	moderate			

Summary of heritage values: a b c

Clark and Sons Building was a significant early 20th century Hamilton building, in a prime location in Ward Street, by the Hamilton Railway station. The original timber building with decorative gables is no longer visible, and was probably designed by FC Daniell.

The place was part of a long-established regional farming-related merchants and produce supply store. It was essential to the heritage of

Ward Street, being in the central city and easily accessible to the Hamilton railway station for transport of goods. Hamilton branch of GE Clark & Sons was established 1907 in newly created Ward Street; front façade of building modified in the 1940s. It remains identifiable in its 1940s architecture and is part of a small group of buildings in Ward Street from the early twentieth century that represent commerce and industry.

It has reasonable degree of integrity externally ^{viii} and is one of two historic buildings at the east end of Ward Street. It is of local significance, however regional significance has not been assessed and as one of the main grain merchants should be considered.

Associated heritage items are the former Clark granary and mill which is directly behind the main building; FT Hawkins applied for a building permit for this building in 1947^{ix}. Ward Lane is also important to the setting and history of the place as access to the granary.

It is recommended that Clark and Sons Building is Ranked at least B, under the criteria of a, b and c for its local heritage significance as part of the development of Hamilton. The original A ranking, on further research, is closer to B in the view of the assessor.

The associated granary should be further researched for potential scheduling.

Ward Lane, as one of the few early 20th century lanes of Hamilton should be considered for scheduling.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared 2023

Surveyor/ Researcher Lyn Williams, Assessor L Kellaway

Site visit: external only

ⁱ L Kellaway 2015

ⁱⁱ L Kellaway 2015

ⁱⁱⁱ *Waikato Argus* 21 March 1911

^{iv} The plan has not been examined to see how it relates to the extant building.

^v Hamilton City Council Building Permits, transcription at Hamilton Libraries

^{vi} L Kellaway 2023

^{vii} <https://heritage.hamiltonlibraries.co.nz/objects/13295/ge-clark-sons-former-grain-store-and-mill>

^{viii} Building corner of Victoria and Ward street, former Jewellers

^{ix} Hamilton City Council Building Permits, transcription at Hamilton Libraries

Building/ Site Name: Ambury & English Dairy Factory and Powerhouse

Address: Goodfellow Placeⁱ, Frankton, Hamilton



ii

District Plan Reference/ category:

Legal Description: Lot 2 DPS 44974

Zoning:

Listed HNZPT: No, but H62 (Butter factory) and H85 (Electrical Workshop) are, on the wider site.

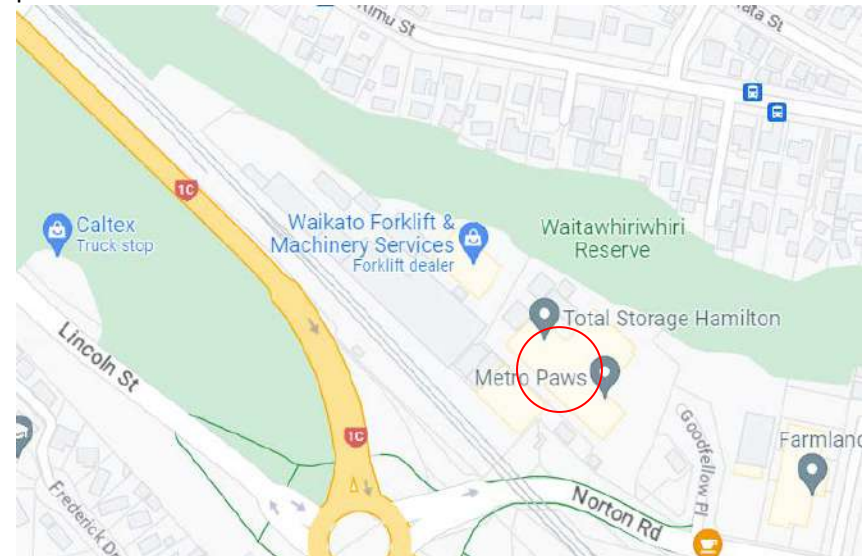
Date of Construction: 1905 (Ambury & English): circa 1905-1910s (Powerhouse)

Designer/ Builder: Architect FE Smith

Current use/Building type: warehouse/ power station & factory

Visible materials: Powerhouse - brick walls with concrete lintels, timber and corrugated iron (includes top notch on main roof and ventilator); Ambury & English factory remnant (brick and concrete, with concrete parapet against north end of NZCDC factory form. Non-heritage canopy.

Proposed Extent: Lot 2 DPS 44974 limited to footprint of powerhouse and dairy factory with additions, shown in red circle on map below. Note interior of powerhouse may include interior heritage fabric. There may also be associated site works and small buildings adjacent to the main powerhouse.





HISTORY/ HISTORIC VALUES:

History/ Historic summary

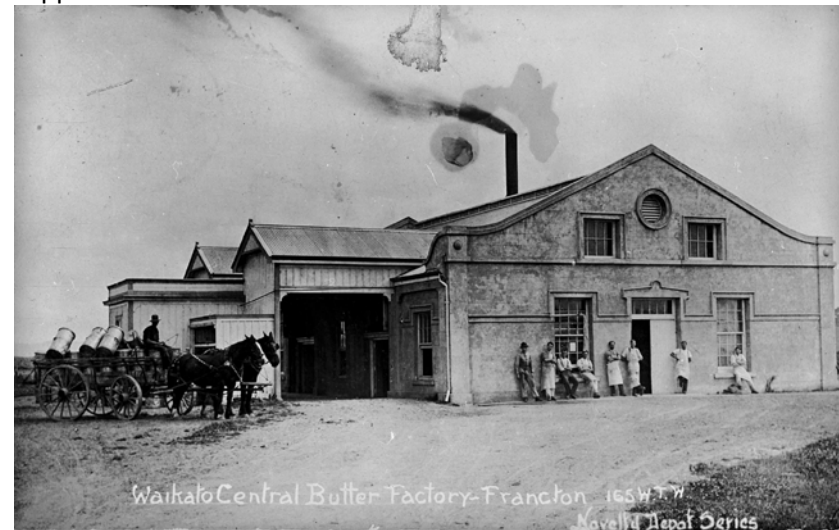
From the 1880s there were several independent ventures into creameries and cheese factories, which failed, merged or were taken over by larger companies.

In 1905 Ambury & English established the Frankton Butter Factory (H62 and H85, Schedule 8A, Operative District Plan, 2017) at the northern end of Norton Road. They planned to bring cream from 20 creameries in the district to the factory for processing and also to have a railway siding from

the Main Trunk Line.ⁱⁱⁱ The first building was constructed by Potts and Hardy of Cambridge. The factory operated until 1910 when the company was bought by the New Zealand Dairy Association (NZDA).^{iv}

Ambury and English were based in Auckland and were a significant dairying company with additional sites in the Waikato. (S. J. Ambury, Thomas English, and Joseph Ambury), Karangahape Road, Auckland, begun in Karangahape Road. By 1902 it was one of the first of its kind in New Zealand. In about 1886 they shipped the first ton of butter to England.^v

In 1880s there were a number of creameries in the Waikato but it was difficult to survive with very limited transport options and to establish suppliers.



Waikato Central Butter Factory, circa 1908.^{vi}

The building at Frankton, made of brick and with timber clad construction, was substantial. It is not known who designed the building,

but it may have been F.E. Smith who had recently arrived or a local architect.^{vii} A chimney can be seen in the photograph. The gable can still be seen in the current butter factory buildings which make up the butter factory with its additions.

There is very little information on the factory. Meanwhile the Waikato Dairy Co-operative, under Goodfellow had out-grown its facilities in Hamilton, and in 1913 the Waikato Dairy Co-operative relocated their Anglesea Street factory to the Frankton butter factory site and, as the NZDA and then the new NZCDC, built several more buildings, including the electrical workshop.

The buildings from the Ambury period, NZDA and NZCDC form the basis of the NZCDC factories site at Frankton.

In 1922 the factories complex can be seen including the powerhouse in the middle of the factories site behind the trees, and left of the chimneys and the NZDA Electrical Workshop to left.^{viii}

The Ambury building formed the base of the buttery factory building, with a major new butter factory added to the south (H62). The powerhouse was located to the north and included the chimney and a range of small buildings. It is likely that to the east of the powerhouse are foundations and structures associated with the powerhouse.

FE Smith, Hamilton's first full-time architect, is now attributed as the architect of the factory at the opening in 1913.^{ix}

The power house was built to provide power to the factory/factories. It was driven by steam engines placed in the double height brick building. There was an adjacent brick chimney and the tall chimneys seen in the

1922 photograph. The powerhouse allowed the company to produce its own power and supply electricity to all the buildings- all the factories including the box and tin factories. The Electrical Workshop (H85) serviced the equipment, as the operations ran day and night. Frankton Borough had its own power station. The supply system at the Frankton factories was radical. Hamilton did not have its own electricity, and Horahora power station had only just begun. It allowed a factory-based production system that provided for the site and electrical services to. As the central Waikato site it was part of a wider network of factories.

Today the powerhouse is still there although the steam engines were removed, and the chimneys have gone. The ventilator top not was a prominent feature to vent the building, and was also used in the later factory to the south (removed recently).

The first commercial use of power in the world was in the 1880s, with Reefton the first town in 1888 to supply power to its town.^x Frankton had power in 1913.



A view of the New Zealand Co-operative Dairy Company Limited (NZCDC) factory in Frankton (about 1970). An engine tractor and freight wagons are parked at the side of the factory. A diesel container is in front of the chimney. A production and packing area is on the right. Powerhouse is in mid ground beside chimney. Additional small buildings can be seen to left.^{xi}



The NZCDC Frankton factories site remained in operation until the late 1970s-early 1980s. The site was transferred to Te Rapa, and gradually closed. It was one of the biggest employers in Frankton, and Hamilton for over sixty years, and was central to community life.

Associative value: The Historic Place has a direct association with or relationship to, the early dairy company Ambury and English, and the New Zealand Co-operative Dairy Company, and is of historical significance to Hamilton, the Waikato and New Zealand, as the centre of the NZCDC operations. It is directly associated with dairying and the development of New Zealand's butter industry and its role at an international level.

Historical pattern: The Historic Place is associated with broad patterns of local, regional and national butter production history, including development patterns, use of transportation routes (Main Trunk Line), and social activities. It was the centre that established the co-operative

dairy system in the Waikato, and the original home of Fonterra. It is an early use of electricity in an extensive factory system.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The remnant of the Ambury butter factory is of a style that is Victorian in design. Its integrity was compromised as part of the 1910s factories buildings development. It is now a remnant within the wider factory.

The powerhouse building is a rare type in the Waikato and dates from at least 1913. Although its steam engines and workings have been removed the building retains much of its external integrity. It is unknown if any other early powerhouses exist in the Waikato.

CONTEXT

Setting, Group Value, Landmark Value, Context

The setting is significant and as a complex of different manufacturing factories and associated buildings it provides an important grouping of regional and national significance. The setting includes the site infrastructure including fire fighting system and drainage. The powerhouse and earlier factory are hidden from public view, however are part of a landmark site.

ARCHAEOLOGICAL VALUES

The site is known to have been part of Ngati-Wairere lands, and is close to the Waitawhiriwhiri stream which would have been utilised for its resources.

The factories site should be considered an archaeological site of the early twentieth century as it contains extensive services underground to

protect the factories. There is likely NZCDC and Ambury pipe work and systems are still in situ and of technical value.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The Frankton Dairy Factories was held in high regard by generations of dairy workers in the 20th century and was a central focus for the Frankton community until the late 1970s.

There is commemorative value potential and the ability to be of educational value as an early important dairy production site.

As the site was closed in the 1980s the understanding about the former NZCDC site and its role in New Zealand history has reduced considerably.

The site is not commemorated.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	moderate	high	Moderate-high
Physical / Architectural Values	moderate	Low-moderate	high	moderate
Context and setting	high	moderate	high	Moderate-high
Cultural Values	moderate			Potential high

Summary of heritage values: a b c d Ranking A

The Ambury factory and dairy powerhouse are ranked A under criteria a,b,c and d (technological values). Criteria g (Cultural values) are also important. The powerhouse buildings have the capacity to provide an educational resource. Established 1905 as the Frankton Butter Factory by Ambury and English. The date of the powerhouse, which provided electricity to service the dairies complex is rare in the Waikato ^{xii}. It is likely the powerhouse was part of the New Zealand Dairy Association development in 1910s. ^{xiii}. Electricity was new in the 1900s and the first major known Waikato electrical development was the Frankton powerhouse south of the factory site. The next Waikato station was the hydro scheme at Horahora, which was privately owned. It is likely the powerhouse at the Frankton house was the second in Hamilton and predates Horahora.

The extent of H62 (the butter factory) includes Ambury and English remnant and the powerhouse as a B ranking^{xiv}, it is recommended that the powerhouse be separated out and ranked A because of its higher evaluation. Refer L. Kellaway report.

Significant as the oldest remnant surviving dairy factory in Hamilton. Ambury & English were taken over by NZDA, then NZCDC which developed into one of the major dairy companies in New Zealand, later Fonterra. The steam powerhouse electricity generating plant is a very early example of steam-driven electric power for a factory complex^{xv}.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

Late D'Arcy Tuck, builder and Box factory employee
 Heather Garrett, Waikato historian and retired farmer (NZCDC)
 Late J.A.T .Terry, Railway historian
 Kellaway, L Preliminary Report on Frankton Dairy Co-operative Building 1 H62(Butter factory) & Building 2 H85 (Electrical workshop) 2007 for Hamilton City Council
 Kellaway. L Unpublished history of Frankton and its dairy factories 2009

Form prepared 2023

Surveyor/ Researcher: Laura Kellaway/ Assessor L Kellaway

Site viewed 2007 externally and internally for HCC (on site). 2022, 2023 (from road)

ⁱ The property number within the factories site is not always available.

ⁱⁱ L Kellaway image

ⁱⁱⁱ *Waikato Argus* 22 July 1905

^{iv} *Waikato Argus* 29 July 1910

^v The Cyclopedia Company, Limited, 1902, Christchurch

^{vi} <https://heritage.hamiltonlibraries.co.nz/objects/4964/waikato-central-butter-factory-frankton#&gid=1&pid=1>

^{vii} L Kellaway 2023

^{viii} HCL_06901

^{ix} In the 2007 report documentation was limited and the parts of the butter factory and its architects was unclear.

^x <https://www.engineeringnz.org/programmes/heritage/heritage-records/refton-power->

[station/#:~:text=The%20electric%20light%20power%20house,power%20supply%20in%20New%20Zealand.](#)

^{xi} HCL_M00287.5

^{xii} Initial submission included powerhouse as Ambury and English. This is unclear as at 2023.

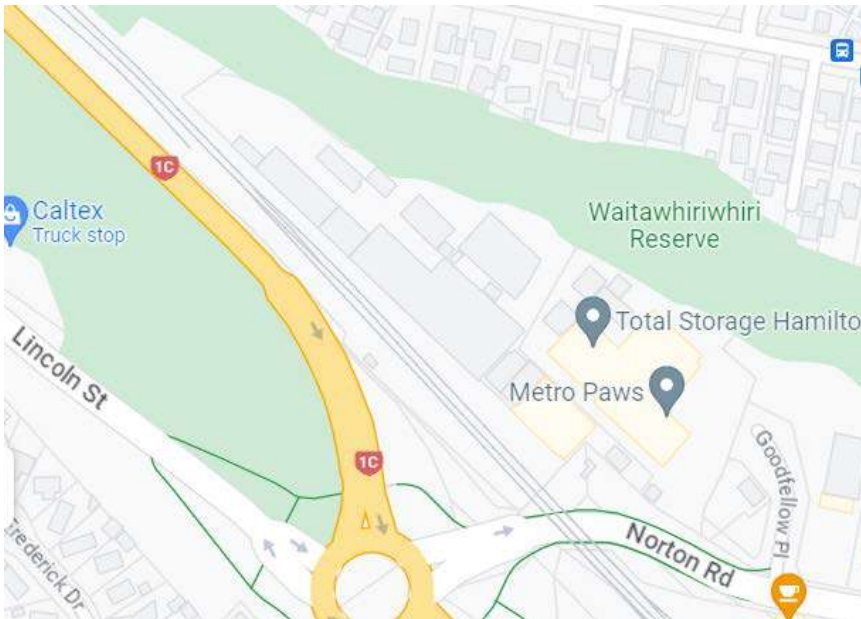
^{xiii} L Kellaway 2023

^{xiv} Difficulties with research documentation.

^{xv} Amendment. No study of power plants has been undertaken, Needs further research.

Building/ Site Name: NZCDC Frankton Box Factory

Address: Goodfellow Place, Franktonⁱ



District Plan Reference/ category:

Legal Description: Lot 4 DPS 44975

Zoning:

Listed HNZPT: No

Date of Construction: 1921

Designer/ Builder: likely F C Daniell

Current use/Building type: unknown/ building type factory

Visible materials: timber and corrugated iron- made up of several buildings with oldest at south end against former electrical engineering workshop; includes several building forms and roofs with ventilator tops

Proposed extent of Scheduling:

The extent should include the land Lot 4 DPS 44975 and the buildings noted on the 1945 Gillman plan as shown on mapped extent above and map on this inventory.

The Box Factory, including the two small buildings north of the Electrical workshop , the interiors, any existing fittings and equipment of the 1910s-1970s period, and any rail track lines, and associated kiln. (Determine on site with reference to 1945 plan and associated photographs of the 1920s and 1970s.)

HISTORY/ HISTORIC VALUES:**History/ Historic summary**

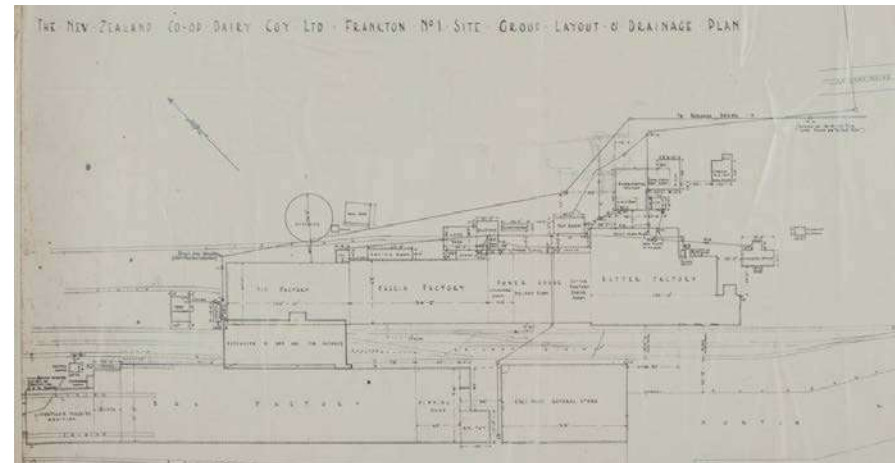
From the 1880s there were several independent ventures into creameries and cheese factories, which failed, merged or were taken over by larger companies.

In 1905 Ambury & English established the Frankton Butter Factory (H62 and H85, Schedule 8A, Operative District Plan, 2017) at the northern end of Norton Road. They planned to bring cream from 20 creameries in the district to the factory for processing and to have a railway siding from the Main Trunk Line.ⁱⁱ The first building was constructed by Potts and Hardy of Cambridge. The factory operated until 1910 when the company was bought by the New Zealand Dairy Association.ⁱⁱⁱ

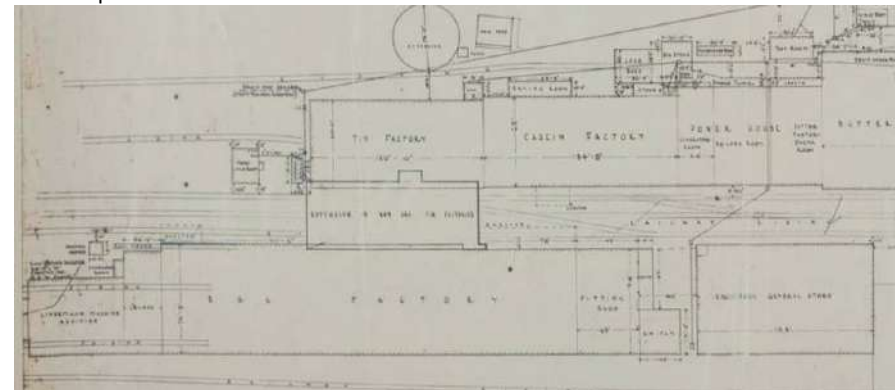
William Goodfellow established the Waikato Dairy Company in 1909, changed its name to the Waikato Co-operative Dairy Company in 1910 and in 1915 formed the Waikato Co-operative Cheese Company.^{iv} Their factory was facing Anglesea Street near the corner of Ward Street. The company was in competition with the New Zealand Dairy Association, but in 1919 the two companies merged to become the New Zealand Co-operative Dairy Company (NZCDC). William Goodfellow was its managing director from 1919 until 1932.

In 1913 the Waikato Dairy Co-operative relocated their Anglesea Street factory to the Frankton butter factory site and, as the new NZDA and then NZCDC, built several more factories and buildings, including the electrical workshop. By 1924 the Frankton complex consisted of two butter factories, a casein factory, a tin factory, a box factory, an engineering works, a kiln, a power-generating house and a substantial network of services. The site was fully lit and had its own fire brigade and security

team.^v By the 1920s the dairy factories complex at Frankton had its own railway siding running through the site, from the Main Trunk Line, as rail was the main form of transportation.



Frankton NZCDC complex in 1945 showing the box factory to the left of the engineering workshops.^{vi}



NZCDC Box Factory shown at bottom (western side of complex) in 1945.

The NZCDC continued to grow by acquiring the smaller co-operatives in the area, becoming the largest dairy company in New Zealand at the time.

By 1928 the NZCDC controlled 75% of the Waikato's dairy output. It had a staff of about 800, which operated 16 butter factories, 17 cheese factories, three milk powder factories, two Glaxo factories, a box and tin factory, a condensed milk factory and casein factory and its own coal mine across the Waikato River. The Frankton Dairy Factories site was the first dairy factory to have an on-site research laboratory and farm instructional service teaching herd and grass management. The factory employed many people and operated until the mid-1980s at this site.

The box factory was constructed in 1921 and is documented as well underway by 1924. It was constructed alongside the Main Trunk Line although access would be from the NZCDC siding to the south which runs around the full site works.

The building was a simple warehouse structure and utilitarian in design, with two offices at the southern end. The construction of the building was timber with a corrugated iron roof, on a concrete floor, with later additions to the north end also timber frame with corrugated iron cladding. The building included a range of electrically driven machinery.^{vii} Rail tracks entered the building from the north end. Timber supplies were stacked on site until ready for use and cover a significant part of the complex.

Pinus radiata was used for the boxes, although it is likely kahikatea may have been used early on and the wood did not taint the butter.

The building was part of a production line but would have provided the space and shelter to keep the boxes dry.

Equipment was evident inside the factory when viewed, however it is unclear what remains.

The factory provided the butter boxes which were essential for the transportation and export of butter around New Zealand and overseas. There was a large storage area on site which extended from the north end of the factories site to Tahi Street. Later a specialist drying kiln was added to the site (early 1950s). It is unclear if the extension to the box factory including storage of timber, however it would have been essential in Frankton's climate to protect the *Pinus radiata* timber from the weather.^{viii}

Working in the box factory was considered very dangerous work, and undesirable. A young D'Arcy Tuck, who became a Hamilton builder, took a job there as a teenager before the second world war, and would not tell his mother.^{ix} It was common for equipment to fail and accidents to happen.

The source of the pine is unclear and there may be specific mills which supplied the dairy site. It may have come from the Ellis and Burnand Mills and later from the Tuck and Watkin Mill on the corner of Forest Lake Road.^x

The Box Factory was used for a variety of boxes and crates required to transport and export products. Records are needed to establish whether the factory supplied the other major Waikato factories.

There was an extension to the north of the Box Factory. The extent of the Box Factory includes the original building circa 1910s, and its extensions, along with any surviving tracks and equipment. The kiln is also directly associated with the operation of the box factory.

In the 1970s timber supplies were still evident at the site.

After closure the buildings were divided up for rental. Timpack Industries took over the box factory, the kiln and northern yards, producing pallets. Timpack is a New Zealand owned, local business with nationwide reach operating eight sites across New Zealand in Auckland, Mt Maunganui, Hamilton, New Plymouth, Nelson, Christchurch, Timaru and Dunedin. They remained on site until about 2010.

The production of pine products lasted almost 100 years at the site.

In 2007 the Box factory, its kiln, rails and yards were reasonably intact, with a good level of integrity.

Associated people

Goodfellow is directly associated with the development of the factories complex and was a significant New Zealand figure in the dairying industry and establishment of NZCDC.

FC Daniell is likely the architect of the Box Factory. He was a significant Wairarapa architect and Waikato architect in the first part of the 20th century. His significant works include the Matangi Dairy Factory and the former Wesley Chambers. While the Box Factory is a timber building Daniell was known to have worked on the complex.

Box factories

Butter box factories would have been found at large dairy factory sites. Ellis and Burnand had box factories as did many involved in the timber industry. It was essential to have boxes to crate the butter. Records in the 1910s mention one at Rongotea near Palmerston North catching fire in 1910.^{xi}



Wood for the box factory for making butter boxes at the Frankton site in 1924. Timber storage for the box factory was extensive, extending from Forest Lake Road through to Tahi Street. HCL_02058c.



Piles of timber at the New Zealand Co-operative Dairy Company's (NZCDC) premises in Frankton. The wood was used in the box factory to make boxes to transport the company's products to market in the 1970s HCL_M00287.17

Associative value:

The Historic Place has a direct association with the former New Zealand Dairy Company, now Fonterra, one of the largest dairy factory companies in New Zealand, who were also important in terms of international exports of butter and other dairying products. The various activities and the range of factories and associated industrial processes, which includes the Box Factory and kiln, are of national importance, and of historical significance to Hamilton, the Waikato and New Zealand.

The Frankton (Butter) Box Factory was well known regionally, operating until the 1970s, and after closure as part of Timpack.

Historical pattern:

The Historic Place is associated with broad patterns of local, regional and national history, including development of dairying, box making and timber drying. The Butter Box Factory and its associated kiln forms part of a wider industrial pattern of box making, timber drying and the use of kilns in New Zealand.

While there was no known sawmill on the factories site there were two significant mills nearby.

It is also associated with a Frankton-specific use of industrial kilns which includes the New Zealand Railways Department House Factory kiln and the NZDCD kiln, of which both industrial processes allowed development of timber (exotic and native), with both sites part of a co-operative process in their early days.

Box factories (for butter) were extensively used in New Zealand and internationally, however records show that a number were burnt down. There is no record of how many Box factories were built or survive. It is not known if any dairying butter box factories survive in New Zealand today.

The former NZCDC Box Factory and its associated site is regionally significant and may even be one of the last in New Zealand and of national significance.

PHYSICAL/AESTHETIC/ARCHITECTURAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The box factory is a simple shed form made of timber and tin. It has a concrete floor. It is an industrial building and would be typical of its type as an early 20th century building.

As a type it is likely to be rare. None are known of at this time regionally. There may be surviving butter box factories in other dairying regions such as Taranaki and Hawkes Bay.

The technological value is in the production line system which included use of rail tracks, and the fire fighting system which covers the full complex site. Internally there may be some evidence of machinery, however this is now unlikely as the building is no longer used for pallets.

The designer is likely to be Fred E Smith or F C Daniell, who were both prominent Waikato architects.

The level of integrity of the building was reasonably good in 2003 when viewed. Externally there does not appear to have been a lot of change since the later extensions to the north. There may be an additional building on the northern end which dates after 1970, and this would be of little value.

ARCHAEOLOGICAL VALUES

The site forms part of the lands of Ngati Wairere and is a prominent point above an important river tributary.

The wider complex site was significantly developed with underground services except at the northern timber yard end. Archaeological values are possible not unknown.

CONTEXT AND GROUP VALUES

The setting of the former NZCDC complex is important and includes its rail siding, the landform adjacent to the Waitawhiriwhiri Stream and gully, along with its wider site which was on both sides of Norton Road and extended further south.

The buildings retain their landmark qualities, although the recent underpass and bypass roading has affected viewing. The group value of buildings, structures, site works, tracks and infrastructure are significant. The buildings related directly to production of the boxes include the Box factory and additions, and the 1950s kiln.

The Box factory is an important part of a grouping of factories that provided the infrastructure for New Zealand's dairying industry. The site includes the Box Factory, tracks, and the later 1950s kiln, and its yards remain. The former NZCDC works was a place of regional significance as a grouping of buildings with associated site infrastructure that has a high degree of integrity, although the interior of the factory is unlikely to now have surviving equipment.

TECHNOLOGICAL VALUE

The box factory, with its site works and kiln has potential technological value. This needs further investigation.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value,

Education and Information

The Box factory was well known in the Waikato, and a major source of employment, including of young men and boys. It was known to be extremely dangerous using machinery and due to the fires at various sites.

The Box factory, with its site works, has the potential to provide educational information on both workplaces and the role of factories in producing butter boxes. This is an industry that no longer exists for dairying, however Timpack in Hamilton is an example of the industry of making pine pallets and boxes, and of the scale that would have been required.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	high	High regionally	high
Physical / Architectural Values	moderate	high	high	
Context and setting	high	moderate	high	
Cultural Values	moderate			potential

Summary of heritage values:

The former NZCDC Box factory is a rare example of a surviving factory from 1921 that produced boxes specifically for dairying and the export of butter to the world, and other timber products for dairying. One of the complex of factories to support the dairy industry; had associated yards. It is a regional survivor. Established 1921 it was closed in the late 1970s, however the factory was reutilised by Timpack into the 2010s, along with the kiln to produce commercial palettes.

It has a Ranking of A, under criteria a, b, c and d. It also has the potential for cultural values to be developed

The former New Zealand Co-operative Dairy Company Factories complex at Frankton is of regional significance, and likely national significance, of which the butter box factory and its kiln forms a significant part. The former NZCDC (Butter) Box Factory is regionally significant as the only known butter box factory. The (Butter) Box Factory at Frankton may well be unique in New Zealand today.

The timber drying kiln is potentially of regional significance as part of the timber industry. Its operational capacity has high regional technological value and potential educational values.

The recommendation is that the Box Factory be ranked 'A', and also be included in a grouping of 'A' buildings in the absence of assessment in 2022 for a proposed historic area.

The former NZCDC complex at Frankton should be considered as a historic area of regional significance, and potentially national significance.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

Kellaway. L Unpublished history of Frankton and its dairy factories 2009

Form prepared 2023

Surveyor/ Researcher: L Kellaway/L Kellaway: Assessor L Kellaway

Note - The building was last viewed externally and internally in 2007 by L Kellaway. It is not able to be viewed from the street, but the side can be seen from the road.

ⁱ The property number within the factories site is not always available.

ⁱⁱ *Waikato Argus* 22 July 1905

ⁱⁱⁱ *Waikato Argus* 29 July 1910

^{iv} <https://teara.govt.nz/en/biographies/4g13/goodfellow-william>

^v HCC Heritage Inventory H62 and H85

^{vi} <https://collection.waikatomuseum.org.nz/objects/28777/the-new-zealand-co-op-dairy-coy-ltd-frankton-no1-site-dairy-factory-group-layout-drainage-plan#&gid=1&pid=1>

^{vii} D'Arcy Tuck conversation with L Kellaway 2007

^{viii} L Kellaway 2023

^{ix} D'Arcy Tuck conversation with Laura Kellaway 2003.

^x L Kellaway 2010

^{xi} [https://paperspast.natlib.govt.nz/newspapers/ST19100209.2.37?end_date=31-12-](https://paperspast.natlib.govt.nz/newspapers/ST19100209.2.37?end_date=31-12-1925&items_per_page=10&page=3&phrase=2&query=Box+factory++&snippet=true&sort_by=byDA&start_date=01-01-1910&type=ARTICLE%2cILLUSTRATION)

[1925&items_per_page=10&page=3&phrase=2&query=Box+factory++&snippet=true&sort_by=byDA&start_date=01-01-1910&type=ARTICLE%2cILLUSTRATION](https://paperspast.natlib.govt.nz/newspapers/ST19100209.2.37?end_date=31-12-1925&items_per_page=10&page=3&phrase=2&query=Box+factory++&snippet=true&sort_by=byDA&start_date=01-01-1910&type=ARTICLE%2cILLUSTRATION)

Building/ Site Name: Former New Zealand Co-operative Dairy Company
Frankton Factories timber kiln
Address: Goodfellow Place¹



Frankton timber drying kiln in 2007ⁱ

District Plan Reference/ category:

Associated heritage: Frankton Butter Factory (H62 and H85, Schedule 8A, Operative District Plan, 2017)

Legal Description: Lot 4 DPS 44975

Zoning:

Listed HNZPT: No

Date of Construction: 1950s

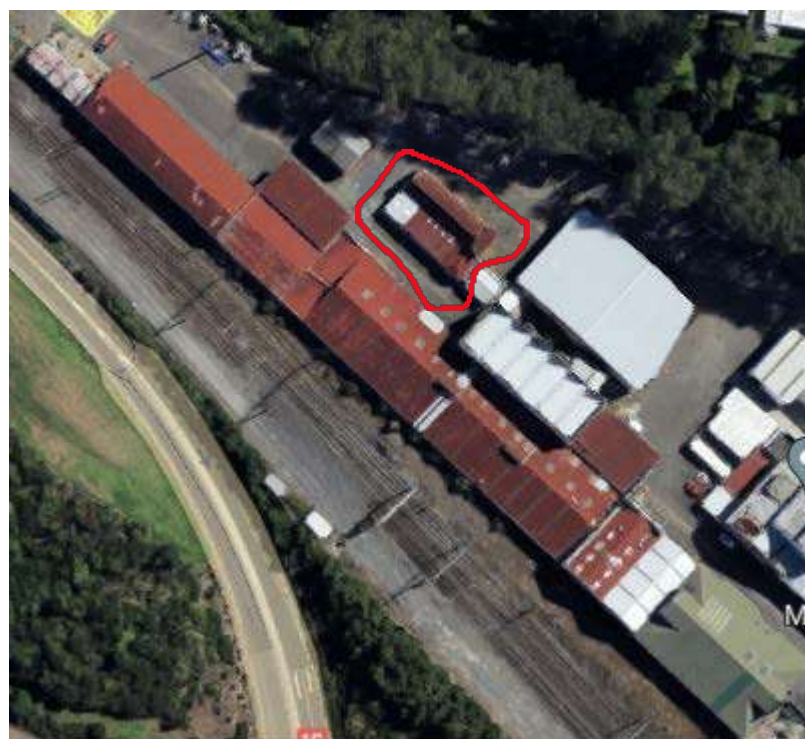
Designer/ Builder: unknownⁱⁱ

Current use/Building type: Current use unknown. Used until 2010s/Timber drying kiln

Visible materials: Concrete floor, steel cladding, steel, corrugated steel roof, kiln office and associated internal plant for operating kiln, large steel doors.

Proposed Extent:

The proposed extent includes Lot 4 DPS 44975 and the kiln building and office above and its footprint along with associated railway line track from the northern end of the site to and through kiln (red polygon). Track has not been identified as within the red area shown below and will need to be defined by site inspection and archive drawings.



¹ The street property number is not always available.

HISTORY/ HISTORIC VALUES:**History/ Historic summary**

From the 1880s there were several independent ventures into creameries and cheese factories, which failed, merged, or were taken over by larger companies.

In 1905 Ambury & English established the Frankton Butter Factory (H62 and Electrical Workshop H85, Schedule 8A, Operative District Plan, 2017) at the northern end of Norton Road, near the Main Trunk Line. They planned to bring cream from 20 creameries in the district to the factory for processing and to have a railway siding from the Main Trunk Line.ⁱⁱⁱ The first building was constructed by Potts and Hardy of Cambridge. The factory operated until 1910 when the company was bought by the New Zealand Dairy Association.^{iv}

William Goodfellow established the Waikato Dairy Company in 1909, changed its name to the Waikato Co-operative Dairy Company in 1910 and in 1915 formed the Waikato Co-operative Cheese Company.^v Their factory was facing Anglesea Street near the corner of Ward Street. The company was in competition with the New Zealand Dairy Association, but in 1919 the two companies merged to become the New Zealand Co-operative Dairy Company (NZCDC). William Goodfellow was its managing director from 1919 until 1932.

In 1913 the Waikato Dairy Co-operative relocated their Anglesea Street factory to the Frankton butter factory site and, as the new NZCDC, built several more buildings, including the electrical workshop. By 1924 the campus consisted of two butter factories, a casein factory, a tin factory, a box factory, an engineering works, kiln, power-generating house and

substantial network of services. The site was fully lit and had its own fire brigade and security team.^{vi} By the 1920s the dairy factory at Frankton had its own railway siding running through the site, as rail was the main form of transportation.

The NZCDC continued to grow by acquiring the smaller co-operatives in the area, becoming the largest dairy company in New Zealand at the time. By 1928 the NZCDC controlled 75% of the Waikato's dairy output. It had a staff of about 800, which operated 16 butter factories, 17 cheese factories, three milk powder factories, two Glaxo factories, a box and tin factory, a condensed milk factory and casein factory and its own coal mine across the Waikato River. Production was exported internationally from the 1920s.

The Frankton Dairy Factory was the first dairy factories complex to have an on-site research laboratory and farm instructional service teaching herd and grass management. The factories complex employed a significant number of people in Frankton and Hamilton.

The site was an extensive production line incorporating a large number of specialist factories. Today the Box Factory, Butter Factory, Tin Factory and powerhouse, engineering workshops and kiln remain. The casein factory was burnt down, and the second butter factory on the wider site was removed.

In the 1980s the site was gradually closed, with operations moving to the main Te Rapa site from the 1970s.

The factories operated until the mid-1980s at this site. The company was changed to Fonterra, and a major New Zealand wide development was

begun, with the Frankton site being leased to other parties, and then sold.

The timber drying kiln

New Zealand native timbers required long seasoning periods, and as a result timber supply in the 19th and early 20th century was constrained. Sawmilling had been part of the country's economic activities for decades before kilns were developed to speed the process of drying. At Frankton NZ Railways Department factory site, a sawmill, kilns and factory system was designed and installed to provide prefabricated housing and products. The set of kilns was part of a wider complex but integral to producing stable dry native timber. Dating from the early 1920s it was driven by steam. It is listed by Heritage NZ.

The NZCDC were closely associated to the former NZR House factory complex in the 1920s. NZCDC would have been aware of the sawmill and its kilns. Their timber however needed to be pine as it was stable and didn't affect butter, and was cheap. As the Box factory was underway by 1921, production needed to be at a large scale to meet requirements. There were kilns at other sawmills.

It is not clear who supplied the dried pine or whether air drying was used, but local businesses Ellis and Burnand and later Tuck and Watkins had mills.

The existing kiln at Frankton dates from the 1950s and was a specialised plant, operated from a room above the kiln. There was a science to the technology.

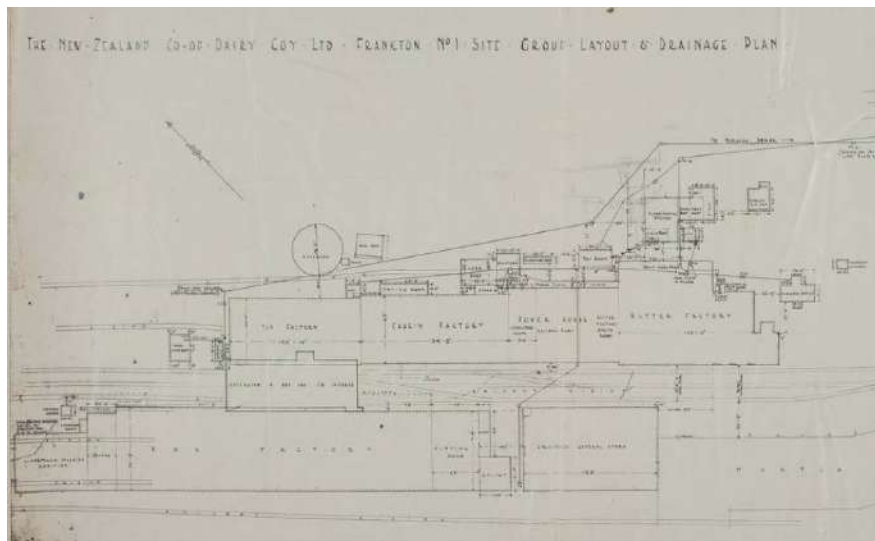
The dairy factories' kiln was installed to help process the pine used for butter boxing and timber palettes. An essential part of the overall complex was the Box Factory and the supply of the boxes and pallets.

Timber was stored on site from the 1910s and factory-processed.

The drying kiln was a special type utilised in New Zealand timber drying. Only two of this kind are known to exist in the North Island in 2007, with one at Rotorua and the other at Frankton.



The timber yard at the rear of the NZCDC's factory in Frankton in the 1970s. A freight train is on the main trunk railway line at right. ^{vii}



1945 site plan of the Frankton No.1 Dairies complex prior to the kiln, with Box Factory on lower bottom.^{viii}

The operation of the kiln included railing the wet timber into the open end of the kiln and then proceeding to heat and kiln the timber at a constant temperature for an extended period. The plant machinery and operation board is located in the office above the main kiln room. It was part of a production line, and one of the last uses of the factories processing tools. The interior of the kiln room and office monitoring equipment is essential to the heritage values and ongoing operation of the technology.

While the Box Factory operations had closed about 1980, the lessee of the northern section of the factories complex, Timpack, used the kiln until they moved from the site in the 2010s. At this time, it was in full working order. Its current use is unclear but is likely to be closed.

In the 2010s the kiln was only one of two known timber drying kilns of its type, still used in the North Island timber industry. It was recommended for scheduling and as part of a historic area, which is of regional and potential national significance.

Associative value: The Historic Place has a direct association with the former New Zealand Dairy Company, now Fonterra, and one of the largest dairy factory companies in New Zealand, who were also important in terms of international exports of butter and other dairying products. The various activities and the range of factories and associated industrial processes, which includes the kiln, are of national importance, and of historical significance to Hamilton, the Waikato and New Zealand.

Historical pattern: The Historic Place is associated with broad patterns of local, regional and national history, including development of dairying and timber drying. The kiln forms part of a wider industrial pattern, of timber drying and the use of kilns in New Zealand. It is also associated with a Frankton-specific use of industrial kilns which includes the New Zealand Railways Department House Factory kiln and the NZCDC kiln, of which both industrial processes allowed development of timber (exotic and native), with both sites part of a co-operative process in their early days.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The design of the drying kiln is a standard specialist design, which helped to improve the drying time and production of *Pinus radiata* to be used in processing systems.

The elongated design, with its curved roof, allowed for a more efficient process for heating and drying the timber. Drying was considered a specialist skill and required at least a 48-hour process.

In the 2010s only two of this specific kiln type were known of in the North Island. There were other timber kilns outside of the city such as in Putaruru, however it is unclear what exists today. There may be a few kilns of this type that have not been identified.

The integrity of the kiln building, and its operation equipment was very high in the 2010s, and regularly operated by the owner of Timpack. The building has not been viewed since this time.

CONTEXT

Setting, Group Value, Landmark Value, Context

The setting as part of a production line is regionally important. It is part of a nationally significant factories complex and part of the NZCDC main New Zealand factories' site from 1910.

The kiln has landmark value within the site, with its distinctive form. It cannot be seen externally.

The kiln has high significance as part of a group. It has a direct association with the Frankton Box Factory and site.

In addition the kiln is one of two significant Hamilton timber drying kilns, with the other the 1920s NZ Railways House Factory kiln nearby (Listed as Category A). The two kilns provide a continuum of the development of kilns for timber drying in New Zealand, both associated with large-scale factory complexes.

Within the wider New Zealand timber kiln history, it is unclear how many survive, with only one other 1950s timber kiln identified in the 2010s in the North Island by a timber expert historian. Further research will be required to establish significance above regional.

ARCHAEOLOGICAL VALUES

The site forms part of the lands of Ngati Wairere and is a prominent point above an important river tributary.

The wider complex site was significantly developed with underground services except at the northern timber yard end. Archaeological values are possible not unknown.

TECHNOLOGICAL VALUES

The site, the site works (both below and above ground) along with the extensive factories complex have significant values in understanding a range of production processes in both dairying (butter) and in timber processing.

The timber drying kiln is an excellent exemplar of a mid 20th century timber technology, and its operational use until the 2010s, indicates that under specialist use, it may continue to be able to not only demonstrate but provide an educational tool.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The cultural values of the Frankton Dairy Factories Complex has not been addressed, however it formed a significant component of the 20th century development of factories associated with dairying and the role of the complex in almost a 90-year history of Frankton and Hamilton.

Generations of dairy factory workers populated both Frankton and Hamilton and provided a training ground in a range of factory types on

the site. The specialist role of the kiln operator has not been addressed, with one of the last dairy factory operators being around in the 2010s, and the owner of Timpack as the last kiln operator.

The educational value of the former factories complex still has the capacity with its buildings and site works to illustrate the processes of butter production which was at a national level.

Summary of assessed significance and management category (based on ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	High	high	High
Physical / Architectural Values	high	High in 2007	high-potentially regionally and	High
Context and setting	high	Very high	high	High+ high as part of a group
Cultural Values	high	high	high	high

Summary of heritage values:

The former New Zealand Co-operative Dairy Company Factories complex at Frankton is of regional significance, and likely national significance, of which the kiln forms a part. The timber drying kiln was a specialised kiln

for drying pine; that and associated NZCDC (Butter) Box Factory may well be unique regionally in New Zealand today. There was one other of its type at Rotorua.

The timber drying kiln is potentially of regional significance as part of the timber industry. Its operational capacity has high regional technological value and potential educational values.

Scheduling of the exterior and interior with fittings is important, along with associated site rail tracks. It is recommended the interior is scheduled.

A recommendation was made to Hamilton City Council in 2007 to consider the former NZCDC kiln as a 'A', when it may have been a 1920s-30s kiln. Further research provided a date of the mid-1950s with a rider that it may be rare now in the North Island timber industry

It is recommended that the former NZCDC kiln be considered for HCC 'B' Ranking, under criteria a,b,c and d and as part of a group scheduling as the former NZCDC Frankton complex because of its regional significance.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared 2023

Surveyor/ Researcher: L Kellaway/L Kellaway; Assessor L Kellaway

Note- The building was last viewed externally and internally in 2007 by L Kellaway. It is not able to be viewed from the street in 2023.

ⁱ L Kellaway 2007

ⁱⁱ L Kellaway 2010

ⁱⁱⁱ *Waikato Argus* 22 July 1905

^{iv} *Waikato Argus* 29 July 1910

^v <https://teara.govt.nz/en/biographies/4g13/goodfellow-william>

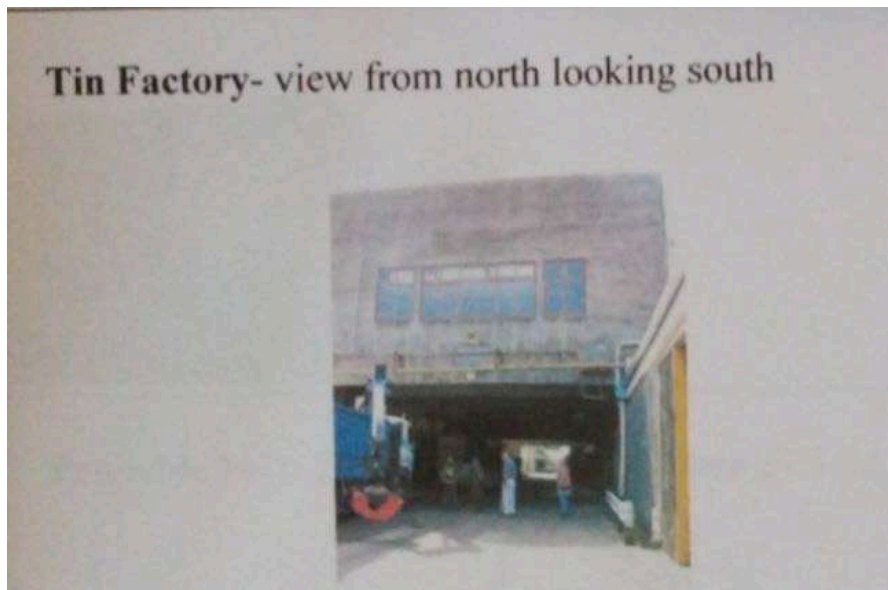
^{vi} HCC Heritage Inventory H62 and H85

^{vii} Hamilton Public Library Heritage collection. HCL_M00287.13

^{viii} <https://collection.waikatomuseum.org.nz/objects/28777/the-new-zealand-co-op-dairy-coy-ltd-frankton-no1-site-dairy-factory-group-layout-drainage-plan#&gid=1&pid=1>

Building/ Site Name: NZCDC Tin Factory (former)

Address: Goodfellow Place, Frankton, Hamiltonⁱ



Tin factory extension shown in 2007.

District Plan Reference/ category:

Legal Description: Lot 4 DPS 44975

Zoning:

Listed HNZPT: No

Date of Construction: before August 1921ⁱⁱ for main tin factory (if identified), and extension (first floor) before 1945ⁱⁱⁱ, south extension undated.

Designer/ Builder: likely architect F.C Daniell for original building/unknown

Current use/Building type: unknown/ factory

Visible materials: steel and iron, includes ground floor building (original) and overhead building (extension), no conveyors are visible but there may be associated equipment and structures (externally and internally)

HISTORY/ HISTORIC VALUES:

History/ Historic summary

From the 1880s there were several independent ventures into creameries and cheese factories, which failed, merged, or were taken over by larger companies.

In 1905 Ambury & English established the Frankton Butter Factory (H62 and H85, Schedule 8A, Operative District Plan, 2017) at the northern end of Norton Road. They planned to bring cream from 20 creameries in the district to the factory for processing and to have a railway siding from the Main Trunk Line.^{iv} The first building was constructed by Potts and Hardy of Cambridge. The factory operated until 1910 when the company was bought by the New Zealand Dairy Association.^v

William Goodfellow established the Waikato Dairy Company in 1909, changed its name to the Waikato Co-operative Dairy Company in 1910 and in 1915 formed the Waikato Co-operative Cheese Company.^{vi} Their factory was facing Anglesea Street near the corner of Ward Street. The company was in competition with the New Zealand Dairy Association, but in 1919 the two companies merged to become the New Zealand Co-

operative Dairy Company (NZCDC). William Goodfellow was its managing director from 1919 until 1932.

In 1913 the Waikato Dairy Co-operative relocated their Anglesea Street factory to the Frankton butter factory site and, as the new NZCDC, built several more buildings, including the electrical workshop. By 1924 the campus consisted of two butter factories, a casein factory, a tin factory, a box factory, an engineering works, a kiln, a power-generating house and a substantial network of services. The site was fully lit and had its own fire brigade and security team.^{vii} By the 1920s the dairy factory at Frankton had its own railway siding running through the site, as rail was the main form of transportation.

The NZCDC continued to grow by acquiring the smaller co-operatives in the area, becoming the largest dairy company in New Zealand at the time. By 1928 the NZCDC controlled 75% of the Waikato's dairy output. It had a staff of about 800, which operated 16 butter factories, 17 cheese factories, three milk powder factories, two Glaxo factories, a box and tin factory, a condensed milk factory and casein factory and its own coal mine across the Waikato River. The Frankton Dairy Factories complex was the first dairy factory site to have an on-site research laboratory and farm instructional service teaching herd and grass management.

The factories complex employed many people and operated until the mid-1980s at this site.

The NZCDC Tin Factory

The Tin (canning) factory was built by 1921^{viii}. It was one of five factories on the NZCDC site and was used to produce cans for both butter and non-food products. It was built to support the production of milk powder.^{ix}

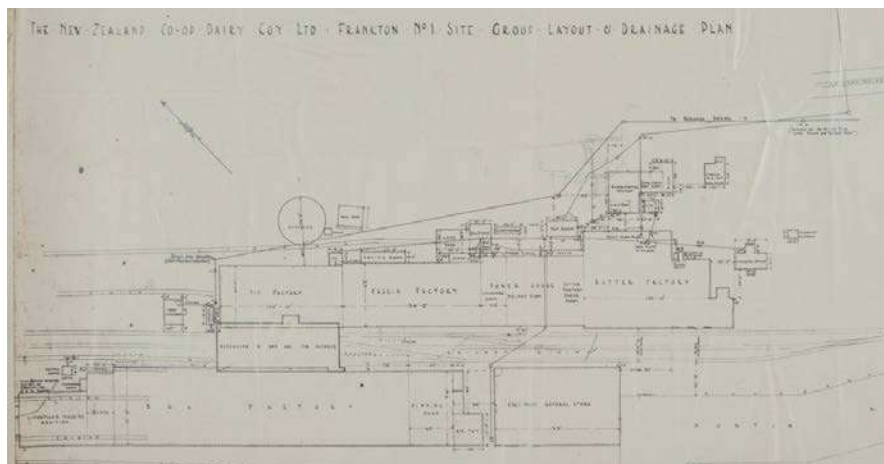
The Anchor brand butter was exported and led to establishing an office in London. Butter production continued until 1984 on site.

The butter was also poured into round and square cans, boxed then sent off site. There were also non-butter products made on site from the Casein factory (which burnt down).

By 1923 the company had 59 factories in New Zealand. It is likely the cans were also sent to other factories, via the rail siding and the Main Trunk Line.

The building was to the east of the Box Factory and included conveyor belts into the main factories (butter and casein) that can still be seen in the 1970s images. It would also have a conveyor south to the Casein Factory (demolished). There is an extension shown in the Gilmann 1945 site plan below. The extension is placed over the main central internal track and road line. There may have been an extension to the upper level to the south post 1945.

Very little is known about the operation however there are images of NZCDC canning. Canning of products was an important preservation tool in many countries in the 19th and 20th century, in both domestic and commercial uses, and allowed transportation but also long term preservation.



Frankton NZCDC complex in 1945 showing the Tin Factory and its extension over the driveway, above the box factory. *

The Tin Factory building is a utilitarian structure in the centre of the site to the north of the butter factory and powerhouse. It was north of the Casein factory. The 1945 shows a building to the east of the factory and then to the west a building above. The extension is a one storey building, with viewing window, and located above the main railway track, between the box factory and tin factory. There appears to have been another southern extension to the Tin Factory which can still be seen today as the access to the north end of the site through the buildings is still intact. It is however unclear when the upper building was extended south, and if the eastern building is still intact.

Associative value: The Tin Factory has a direct association with or relationship to, the NZCDC and the activity of providing production line cans for dairy products for the company. It is of historical significance to Hamilton and the Waikato. It was established as part of the original factory between 1921 and 1970s.

Historical pattern: The Historic Place is associated with broad patterns of local, regional, and national history as a canning factory directly associated to the NZCDC which exported internationally from this site. Canning is also part of a long domestic and commercial tradition of preserving products for storage.

The factories were located on adjacent to the Main Trunk Line, with rail sidings into the complex.

It is not known if other dairying canneries survive. Further research is needed on this and other canneries such as used in Hawkes Bay.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

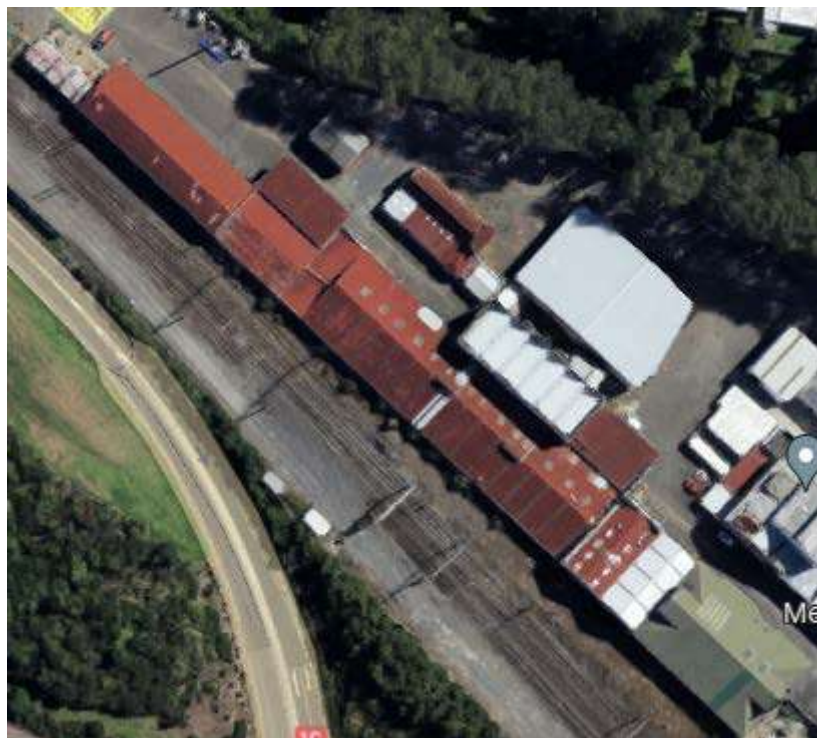
A set of industrial forms. Southern upper-level building appears to be concrete in part.

Integrity is unconfirmed.

CONTEXT

Setting, Group Value, Landmark Value, Context

The setting is important as part of the factories' production, within the extensive factories complex. It is an industrial site. The component of the building which spans the main northern rail siding has a dominant southern façade once in the complex site.



ARCHAEOLOGICAL VALUES

The site was extensively developed except for the northern end. There is known evidence of servicing within the site below ground.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

There may be educational value if any of the machinery survives.

Summary of assessed significance and management category

Place:				
a) Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
b) Historic Values	High/local	?	?	High/local*
c) Physical / Architectural Values	TBA	TBA	If intact may be rare	
d) Context and setting	high	?	As above	
e) Cultural Values				

Summary of heritage values:

The NZCDC Tin Factory (former) is part of the Frankton factories complex which included producing tins or cans for milk powder. It was part of a dairying process in order to provide containers for transport. It is unclear if it was used for casein as well.

It is proposed as a A ranking under a, b, c and d , however it is unclear if the original factory and its NZCDC extensions are intact and to what extent the Tin Factory with extensions has integrity. It is recommended that the site and buildings are inspected and further documentation completed before it is considered.

Note: It is unclear the extent of the factory which is on site now. It should include the overhead upper storey building. This extent will need to be checked on site.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

Late D'Arcy Tuck, builder and Box factory employee

Heather Garrett, Waikato historian and retired farmer (NZCDC)

Late J.A.T. Terry, Railway historian

Kellaway, L Preliminary Report on Frankton Dairy Co-operative Building 1

H62(Butter factory) & Building 2 H85 (Electrical workshop) 2007 for

Hamilton City Council

Kellaway, L Unpublished history of Frankton and its dairy factories 2009

^x <https://collection.waikatomuseum.org.nz/objects/28777/the-new-zealand-co-op-dairy-coy-ltd-frankton-no1-site-dairy-factory-group-layout-drainage-plan#&gid=1&pid=1>

Form prepared 2023

Surveyor/ Researcher; L Kellaway/ Assessor L Kellaway

ⁱ Exact property numbers within Goodellow Place are not available; possibly #29.

ⁱⁱ Butter and Cheese Auckland Star Vol.LII, Issue 92, 13 August 1921,p11

ⁱⁱⁱ Gillman plan 1945 WAM

^{iv} *Waikato Argus* 22 July 1905

^v *Waikato Argus* 29 July 1910

^{vi} <https://teara.govt.nz/en/biographies/4g13/goodfellow-william>

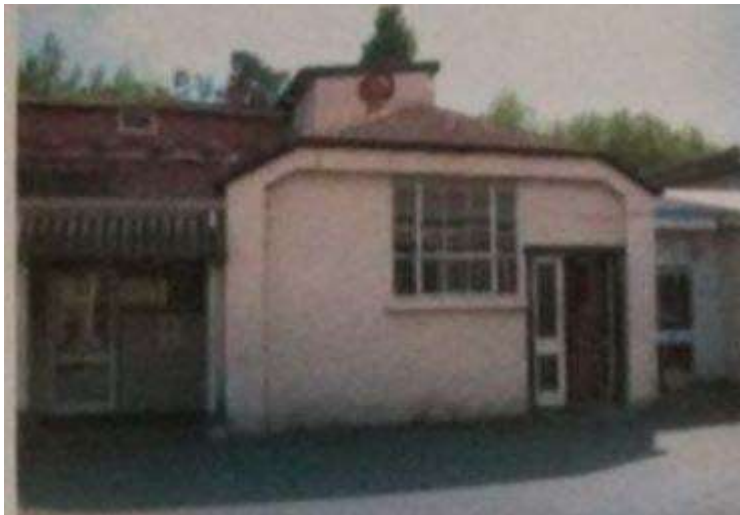
^{vii} HCC Heritage Inventory H62 and H85

^{viii} Butter and Cheese Auckland Star Vol.LII, Issue 92, 13 August 1921,p11

^{ix} Butter and Cheese Auckland Star Vol.LII, Issue 92, 13 August 1921,p11

Building/ Site Name: NZCDC Small office building

Address: Goodfellow Place



Photos 2007

District Plan Reference/ category:

Legal Description: Lot 4 DPS 44975

Zoning:

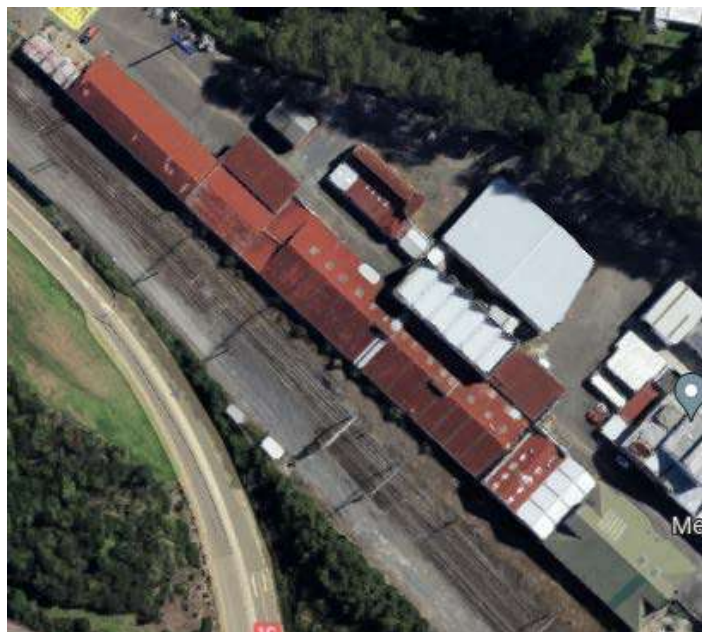
Listed HNZPT:

Date of Construction: circa 1910s-20s

Designer/ Builder: possible architects FE Smith or FC Daniell

Current use/Building type: unknown/ office building former lunchroom building.

Visible materials: rough cast stucco painted (on brick?)

Proposed Extent:**HISTORY/ HISTORIC VALUES:****Historic summary**

From the 1880s there were several independent ventures into creameries and cheese factories, which failed, merged or were taken over by larger companies.

In 1905 Ambury & English established the Frankton Butter Factory (H62 and H85, Schedule 8A, Operative District Plan, 2017) at the northern end of Norton Road. They planned to bring cream from 20 creameries in the

district to the factory for processing and also to have a railway siding from the Main Trunk Line.ⁱ The first building was constructed by Potts and Hardy of Cambridge. The factory operated until 1910 when the company was bought by the New Zealand Dairy Association.ⁱⁱ

William Goodfellow established the Waikato Dairy Company in 1909, changed its name to the Waikato Co-operative Dairy Company in. The company was in competition with the New Zealand Dairy Association, but in 1919 the two companies merged to become the New Zealand Co-operative Dairy Company (NZCDC). William Goodfellow was its managing director from 1919 until 1932.

In 1913 the Waikato Dairy Co-operative relocated their Anglesea Street factory to the Frankton butter factory site and, as the new NZCDC, built several more buildings, including the electrical workshop. By 1924 the campus consisted of two butter factories, a casein factory, a tin factory, a box factory, an engineering works, a kiln, a power-generating house and a substantial network of services. The site was fully lit and had its own fire brigade and security team.ⁱⁱⁱ By the 1920s the dairy factory at Frankton had its own railway siding running through the site, as rail was the main form of transportation.

The NZCDC continued to grow by acquiring the smaller co-operatives in the area, becoming the largest dairy company in New Zealand at the time. By 1928 the NZCDC controlled 75% of the Waikato's dairy output. It had a staff of about 800, which operated 16 butter factories, 17 cheese factories, three milk powder factories, two Glaxo factories, a box and tin factory, a condensed milk factory and casein factory and its own coal mine across the Waikato River. The Frankton Dairy Factory was the first dairy factory to have an on-site research laboratory and farm

instructional service teaching herd and grass management. The factory employed many people and operated until the mid-1980s at this site.

The building

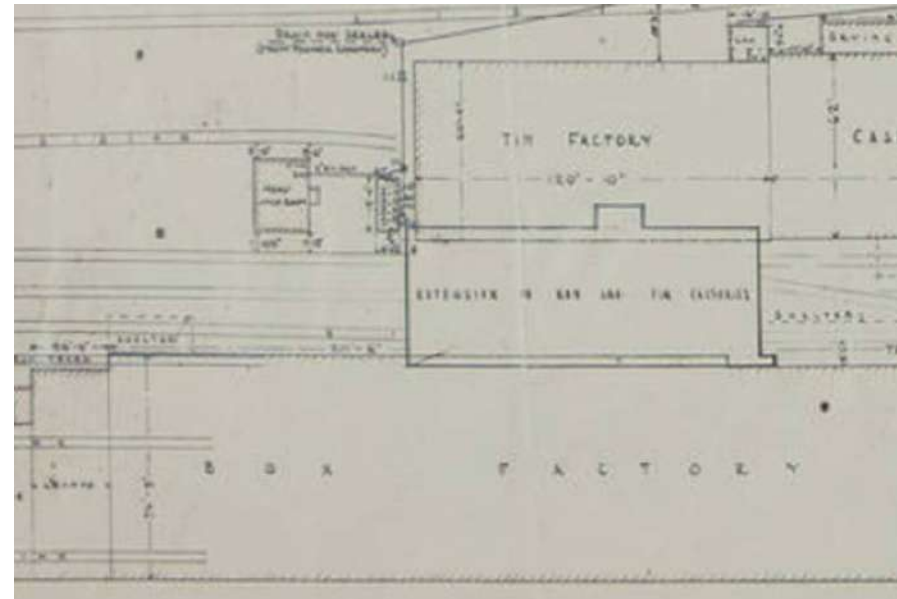
The building is a very small building with a distinctive roof and use of rough cast walls. It is located to the north of the Tin Factory and east of the Box Factory.

It is likely to have been designed in the early period of the factory site and could be part of the Ambury and English design or the early NZDA/NZCDC designs. It would appear to date from the 1900 to 1920s period.

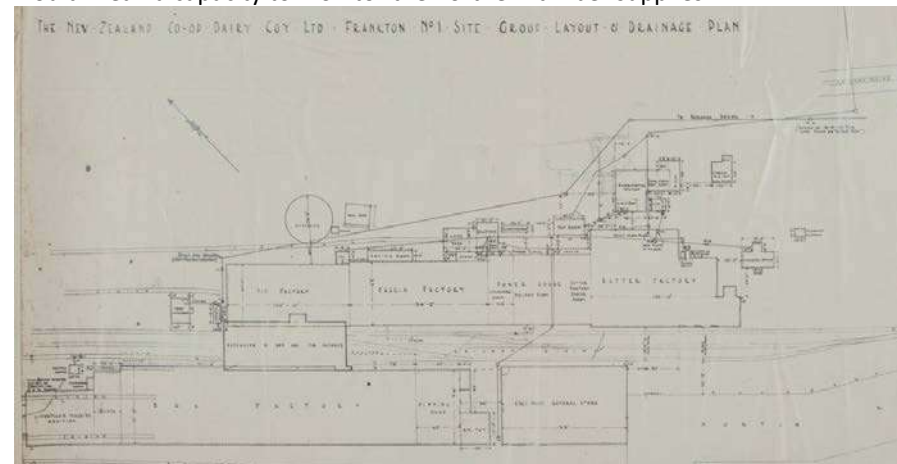
It is the only small permanent building on the site, but while there were other timber clad office buildings and several sheds, this is the most distinctive. There was a butter factory office at the south end (front) of the main yard, which was to control entry and exit. This was timber.

It is in the middle of the factories complex, and as shown on the 1945 drawing by architect Gillman, is located close to two of the factories and the timber yards.

In 1945 it is described as the 'lunchroom'. It may have earlier been a control room for timber yard and factories.



Part plan in 1945 showing 'lunch room' building to left of Tin Factory. Location would mean a capacity to monitor the northern timber supplies.



Frankton NZCDC complex in 1945 showing the 'lunchroom' and its extension over the driveway, above the Box factory. ^{iv}

Associative value: The Historic Place has a direct association as part of a group of buildings with or the Frankton NZCD factories site and is of local significance to Hamilton.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The small building is typical of a building of the 1900-1920s period and is detailed as if it was much larger. The design of the building is unusual on the site as it is closer to the design of the Ambury factory rather than the later butter factory.

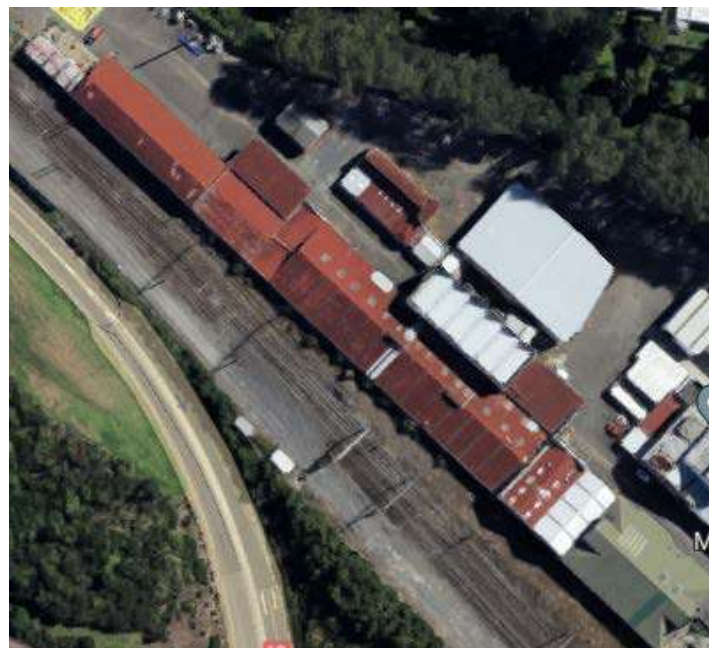
It is rare in regards the complex of buildings.

The designer has not been confirmed.

CONTEXT

Setting, Group Value, Landmark Value, Context

The building is set within an industrial complex and is part of a group. It is the only small office building that has been historically on the site and relates to the factories to the north of the site (Tin and Box), and that was used by the workers as a lunchroom.



ARCHAEOLOGICAL VALUES

Refer to sheets on associated NZCD buildings.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Not assessed, but part of a group of NZCDC- refer to associated reports.

Summary of assessed significance and management category ODP

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value

Historic Values	Low to moderate	high		Moderate as part of a group
Physical / Architectural Values		moderate	moderate	
Context and setting	Moderate as part of the group			
Cultural Values	unknown			-

Heather Garrett, Waikato historian and retired farmer (NZCDC)
 Late J.A.T .Terry, Railway historian
 Kellaway, L Preliminary Report on Frankton Dairy Co-operative Building 1 H62(Butter factory) & Building 2 H85 (Electrical workshop) 2007 for Hamilton City Council
 Kellaway. L Unpublished history of Frankton and its dairy factories 2009

Form prepared 2023

Surveyor/ Researcher: Laura Kellaway; Assessor L Kellaway

Summary of heritage values:

The former office building is important as one of the only small buildings of the factories period surviving on site.

It is assessed as meeting a) historic values, b) architectural values and c0 Context and setting. It meets the criteria of a **‘B’ ranking**.

It should be considered as part of the group of NZCDC buildings.

A grouping of the buildings at the factory, which currently are not scheduled, should be scheduled as a group as part of the former NZCD site.

Sources for information:

Williams, Lynette “A Thematic Review of the History of Hamilton”, a technical report (draft) for Hamilton City Council 2022.

Late D’Arcy Tuck, builder and Box factory employee

ⁱ *Waikato Argus* 22 July 1905

ⁱⁱ *Waikato Argus* 29 July 1910

ⁱⁱⁱ HCC Heritage Inventory H62 and H85

^{iv} <https://collection.waikatomuseum.org.nz/objects/28777/the-new-zealand-co-op-dairy-coy-ltd-frankton-no1-site-dairy-factory-group-layout-drainage-plan#&gid=1&pid=1>

Building/ Site Name: Deanwell School

Address: 43, 49 Deanwell Ave



Deanwell in 2015.¹

District Plan Reference/ category:

Legal Description: Pt Lot 3 DPS 7385 (SO 44867)

Zoning:

Listed HNZPT: No

Date of Construction: 1973

Designer/ Builder: Architect JW Kellaway (South Auckland Education Board); Structural design TC Flood (Angus, Flood and Griffiths)

Current use/Building type: School/School

Visible materials: steel pipe, cement sheeting, concrete, playground, landscaped walls and paved areas, metal sheathing, modern aluminium joinery (original sliding doors removed and replaced with French doors), glazing including upper level, verandahs with handrails, external seating, landscape plantings, chimney

Proposed Extent: : Pt Lot 3 DPS 7385 (SO 44867) including all 1970s buildings, classroom blocks, verandahs and courtyards, and boiler house.

HISTORY/ HISTORIC VALUES:

History/ Historic summary:

The Auckland Education Board was established under the 1877 Education Act. At its peak it would cover the establishment and management of Primary Schools in an area from North Cape to Taupo, to East Cape, and south of the King Country. There were Education Boards throughout the Country. These schools, along with Special Education and later Maaori Schools, came under the Education Boards and not the Department of Education.

The population grew considerably over the years, the schools with it. Secondary schools in the cities were usually handled by the Department of Education, which had overall control of finances, and were answerable to the Minister of Education. District High Schools were added in Rural areas, as extensions of Primary Schools.

By the 1950s, the Auckland Board was too large, and covered a huge area of the North Island. A South Auckland Commission was set up in

Hamilton, which by 1955 became the South Auckland Education Board (SAEB), and later the Hamilton Education Board.

The South Auckland Education Board was the largest of the boards, covering the central north island with over 400 schools. Within the board were the architects under Chief Architect, supported by a range of different staff.

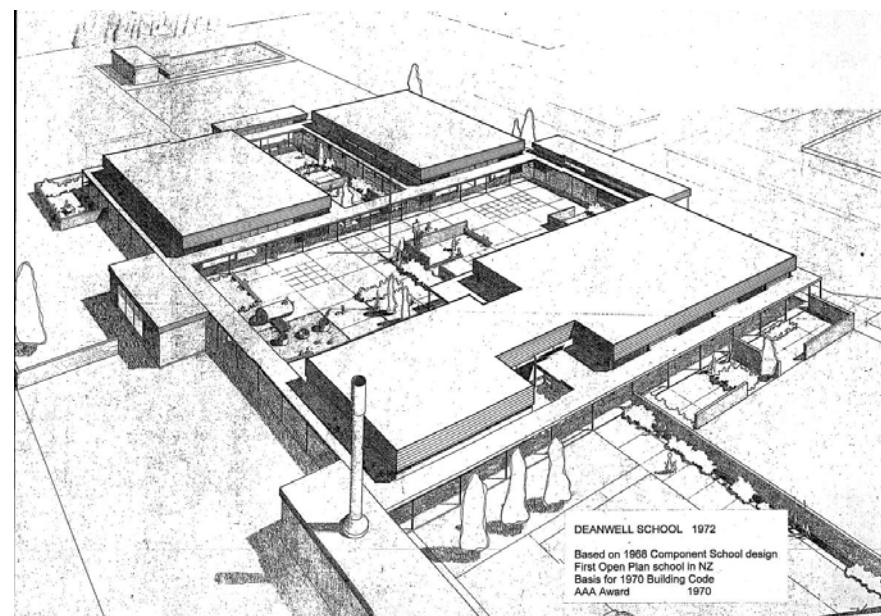
By 1977 there were 29 state primary (including intermediate) schools and seven private schools within Hamilton city.ⁱⁱ In 2018 Hamilton had 44 primary and intermediate schools. Hamilton East School is the oldest school within Hamilton still located on its original site.ⁱⁱⁱ Major growth with families required new schools.

In Hamilton the South Auckland Education Board had already been designing radical schools before 1973.

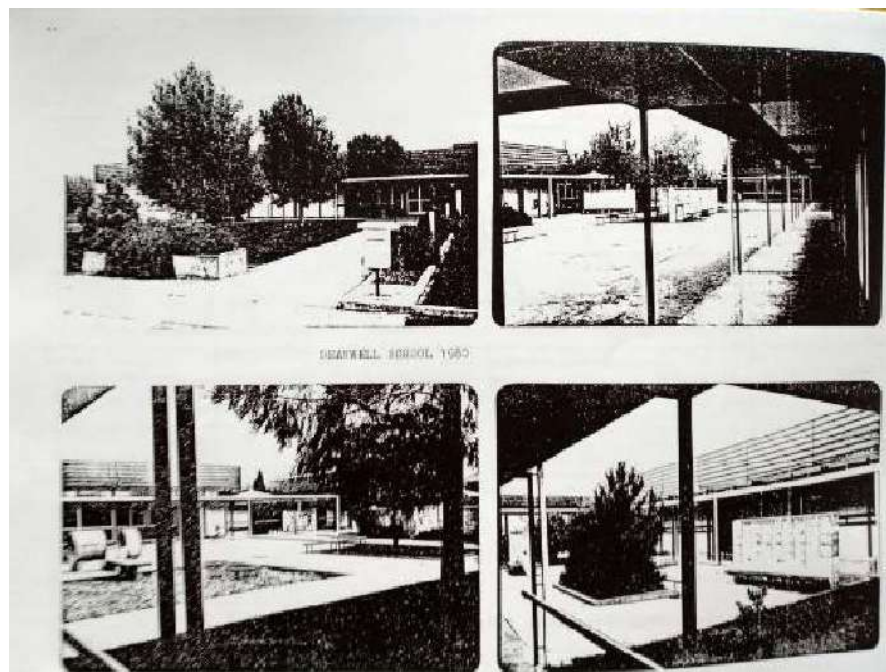
The design for Deanwell School won an Auckland Architectural Association award in 1970 and opened as the first New Zealand open plan school in 1973.^{iv} Initially called Melville Experimental Primary School, it was a new concept of components or modules that allowed for class spaces, administration areas and library and with wide openings to paved courtyard areas. The class spaces could be separated by concertina walls. The structural design was by Tom C Flood of Hamilton firm Angus, Flood and Griffiths.^v

The component school was a ten class design using four class blocks, the system was developed from smaller schools to larger and included both library and General Purpose Room.

The “Component School” was presented to the Department of Education jointly by the Board and the Inspectorate. The result was eventually a brief, based on the design, for a new primary school at Melville. Later named Deanwell, the design won an Auckland Architectural Association Award in 1970 and opened, the first New Zealand open planned school in 1973.^{vi}



1972 design for Deanwell by Warwick Kellaway and South Auckland Education Board.



The school in 1973.

South Auckland Education Board and architect J W (Warwick) Kellaway

The work of the South Auckland Education Board (SAEB), later Hamilton Education Board, which was established in the 1950s in Hamilton, was extensive during the 1950s to 1989 when the government decided to close all the Education Boards of New Zealand, who had fully administered schools in New Zealand in the primary, area, special education and Māori schools, along with their associated administrators and teaching support units.

The South Auckland Education Board administered over 400 schools for South Auckland, to Coromandel, Bay of Plenty, Waikato to below Turangi

and to the edge of the Taranaki regions. It was the biggest of the Education Boards.^{vii} It had a significant impact on the work of Education in this field and was at the leading edge in school architecture directly linked to teaching practice, which was part of the Board.

Teams supported the ongoing maintenance, repair, long term layout, design, and management of the schools, with principals included in the process.

Warwick Kellaway was born in 1933 in Christchurch, educated in Auckland, and attended the School of Architecture in the 1950s. He is a Fellow of the New Zealand Institute of Architects.

After graduation he worked in Auckland before being asked to work in Hamilton at the new South Auckland Education Board. He was the board Design Architect and worked with the area of development of classrooms and was responsible as the designer of school 'relocatables'^{viii} 'that replaced the old prefabs. His work included early use of acoustics, solar design, insulation, and children's furniture, along with development of modular and componentry construction, using lightweight materials and space frames. He has also completed many renovations of historic schools.

His work includes many firsts, including the first open plan primary school, first open intermediate school, and relocatables. His work focused on providing child-scale environments including new ranges of furniture that supported the teaching environment. He has won numerous awards under the South Auckland Education Board from the 1960s until closure in 1989. Warwick then joined with fellow colleagues from the board and formed the private practice Five Plus One Architects Ltd in Hamilton.

Colleagues who worked in the SAEB design teams included Brian Aish and Vic Procuta.

As a historian and heritage architect Warwick is an authority on Waikato schools, and the heritage of the Waikato.

His awards include the Environment Award for Aberdeen School, 1977, and the National Architecture Award 2015 for Deanwell.

Engineer- Tom Flood

Tom Flood, private engineer was engaged to work with the SAEB.

Tom Flood was born in Rawene in 1930. He graduated from Auckland University College with a science degree and an engineering degree. He worked for the Auckland City Council before going to Columbia University, New York, on a Fulbright Scholarship. He returned to New Zealand and worked for architect Doug Angus in Hamilton. He engineered the relocating of St Mary's Church, Auckland. He became a partner in the firm which became D H Angus and T C Flood and later Angus, Flood and Griffiths. His work includes for schools in American Samoa and for an ice cream factory in Saudi Arabia, the Turangawaewae Marae, the German Embassy in Wellington, Kempthorne Prosser and the Water Sports Centre at Karapiro.^{ix}

Thomas Clendon Flood was a prominent New Zealand engineer who specialised in architectural design and produced radical engineering solutions^x with his building including the Karapiro Rowing Club (demolished) for the Commonwealth Games, the Morrinsville Catholic Church (demolished) and buildings he co-designed with his firm Angus, Flood and Griffiths, and with the architects of the South Auckland Education Board. His training in the US and capacity to understand architects meant his works was highly valued in New Zealand.

The use of concrete was demonstrated in the parabolic structure of the Morrinsville Church, and in the development of the parabolic gyms of the South Auckland Education Board including at St Andrews and Raglan Area School, which became an important school design for quality design on an education budget.

Associative value: The Historic Place has a direct association with the South Auckland Education Board, which no longer exists but provided education design and support to over 400 schools of the regions from 1950s to 1989. It has a direct association to architect Warwick Kellaway, who is recognised for his school designs and as a leading Waikato heritage advocate. It is associated with the original development of open plan schools in New Zealand and the introduction of flexible teaching spaces of the 1970s in New Zealand. The school has a strong association with the Deanwell area of over 50 years and is a well-known school. The Deanwell School is of historical significance to Hamilton, which has two other important open plan schools (Aberdeen and former St Andrews /Hamilton North), and in educational association at a national level. It is a place of national significance.



Deanwell in 1973 in one of the courtyards showing verandah and seating.^{xi}

Historical pattern: The Historic Place is associated with broad patterns of local, regional and national history, including development of school design and construction, and in teaching methods and environments designed for children. It was the start of a national trend in open plan design.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

A Modernist design, the school design is based on a modular and component approach, with external courtyards as teaching spaces and linking verandahs.

This was the first of its kind in New Zealand, was radical and led to further development by Warwick Kellaway of open plan schools including Aberdeen and St Andrews Intermediate (now Hamilton North) and several schools in the Waikato region and Bay of Plenty. It led to changes in school design and allowed creative teaching methods.

Warwick Kellaway, as Design Architect, has won a number of awards for school design and is a well-known Hamilton architect. Along with the SAEB team the design was developed and built with both design and teaching practice at the forefront. The construction engineering was by Hamilton engineer Tom Flood.

Deanwell has a good level of integrity, although interior walls have been placed inside like a traditional class room and the original wide opening aluminium sliding doors have been replaced with conventional joinery. A new building has been built at the front however the original layout and building construction and design is evident.

CONTEXT

Setting, Group Value, Landmark Value, Context

The design incorporated landscape and playground, set within a structured form of closed-in space and open space. The interior and exterior were important as part of learning and play. The setting is very important within the school site, and within the 1970s residential area of Deanwell in which it is sited. Entrance to the school has been designed, although with each component including the distinctive SAEB boiler houses.^{xii}



ARCHAEOLOGICAL VALUES

unknown

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Deanwell School is part of a continuum of school design but nationally significant as the first experimental school using open plan principles and new construction philosophy using components and an engineered frame that allowed for internal walls to be removed.

It is held in high regard by past pupils.

It has the potential to showcase both the original teaching concepts associated with open design and its components including the use of both the indoor and outdoors. The integrated design allowed for what is now known more as a family/whanau based teaching system.

It is important in representing the role of the South Auckland Education Board in the design and management of over 400 schools, and the degree of knowledge that was collectively shared between designers and teaching professionals.

Summary of assessed significance and management category

HCC Heritage Assessment Criteria 8.1.2 Appendix 8 ODP

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
a)Historic Values	high	high	high	high
b)Physical / Architectural Values	high	high	high	high
c)Context and setting	high	high	high	high
d) Technological vale	high	high	High- first of its type of construction	high
f)Cultural Values	high	high	High - first of its type in New Zealand	High

Summary of heritage values:

Deanwell is New Zealand's first open plan classroom school in New Zealand and is acknowledged as of national significance by the award of New Zealand Architecture Award Enduring Architecture Award in 2015.

Courtyards are an integral part of the design. Designed by JW Kellaway of the South Auckland Education Board.

The architect John Warwick Kellaway is recognised for his education designs and received many awards and is a significant Waikato architect and heritage advocate for Waikato and New Zealand architectural heritage. The school, including the buildings, outdoor spaces and its interiors, fitting and fixtures was radical and demonstrated the integrated approach to teaching spaces that mixed the interior environment with external, providing connecting verandahs and landscape, all within restricted government budgets.

The technology used with the design is significant, and incorporated both modular design, and open space frames so that teaching spaces could be wall free. The use of acoustic, soft wall linings, insulation and solar in the 1970s school buildings was radical.

The social value of the school and following open plan schools also designed by the South Auckland Education Board is extensive and provided an early example of 'whanau' type teaching, and school teaching philosophy which is now part of New Zealand education.

The school has now operated for 50 years and has a high degree of integrity, externally and internally.

It was the work of a team which included architects, draughtsmen, landscape architect and engineering by Tom Flood (one of New Zealand prominent architectural engineers).

Under the ODP criteria of a, b, c, d, and f (Technological). It is recognised for its contribution to New Zealand school design, some forty years before open plan in schools was relaunched. It influenced the work of the Education Boards of New Zealand, and represents the historic heritage of

the Education Boards and their architectural and teaching teams in the educational field.

Recommendation that both the exterior and interior, including original landscape design with verandahs, courtyards and playground equipment be scheduled, as documented in the original drawings.

Sources for information:

Gibbons, PJ *Astride the River: A History of Hamilton*, Hamilton City Council 1977

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

New Zealand Institute of Architects 2015 National Awards Citation

Kellaway, J.W. Education 150

Hamilton City Library, Oral History Project - 'Back to the drawing board' - Hamilton architects oral history project, Tom Flood and Fiona Corcoran 1999 Reference: OHC-009547

NZGZ 1969 p. 1726.

Form prepared 2023

Surveyor/ Researcher Laura Kellaway/Assessor Laura Kellaway

Viewed externally and internally in 2014 and 2015; viewed from street September 2023 (additional new building at front northern end noted).

ⁱ J W Kellaway

ⁱⁱ Gibbons pp. 345-46. This does not include schools in areas that have since been brought within the city.

ⁱⁱⁱ Centenary of Hamilton; Page 53

^{iv} <https://architecturenow.co.nz/articles/embargo/>; Kellaway p.233

^v Kellaway pp.233-239

^{vi} J W Kellaway Architect of the component School. Education 150

^{vii} Primary, Area, Special Education and Maaori, were not administered under the Education Department, under the Education Board Act.

^{viii} J W Kellaway designed and also named the building type 'relocatable', J W Kellaway 2010.

^{ix} 'Back to the drawing board' - Hamilton architects oral history project
Reference: OHC-009547

^x L Kellaway 2023

^{xi} J W Kellaway

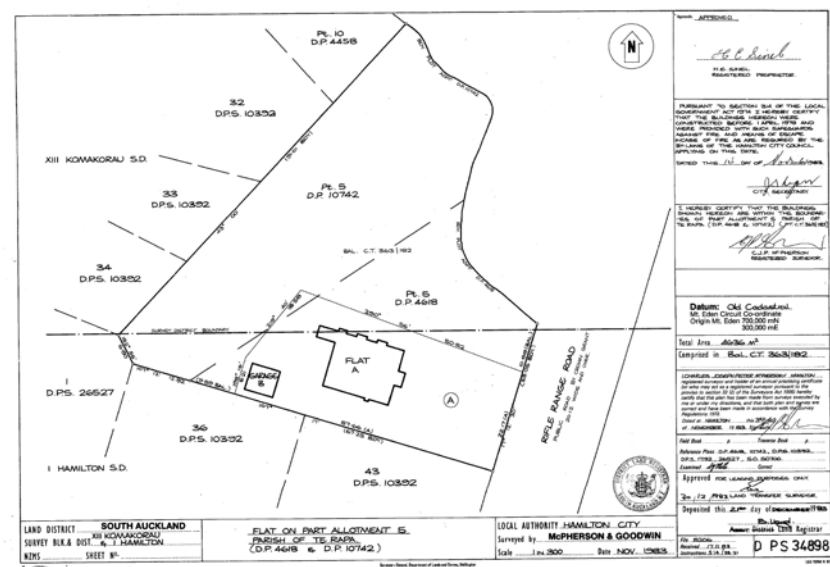
^{xii} J W Kellaway design.

Building/ Site Name: House, 8 Rifle Range Road

Address: 8 Rifle Range Road



Extent



The extent is the area marked A on DPS 34898 which includes the building marked as Flat A but excludes Garage B.

District Plan Reference/ category:

Legal Description: DP 4618 and Pt DP 10742 and Flat A DPS 34896

Zoning:

Listed HNZPT: No

Date of Construction: c.1908-9

Designer/ Builder: not known

Current use/Building type: Dwelling/Bungalow

Visible materials: Stucco finish on brick, river stones

HISTORY/ HISTORIC VALUES:

History/ Historic summary

In December 1907 the land was part of a parcel of c.94 acres owned by JM McCarthy. In August 1908 the northern 23a 3r 13p was owned by Andre Chocqueel. He subdivided off the small triangular house section that fronts onto Rifle Range Road and it is deduced that the house was built at about this time. The location is the closest part of his farm to the railway station and the main routes into Frankton. In early July 1909 Chocqueel advertised his house contents plus gig horse, butterfly gig etc for sale, being "the first road on the left, past butter factory" – which describes Rifle Range Road at that time. It was then in Waipa County.

The house section measured 2r 3p, being Part of Allotment 5 Parish of Te Rapa, delineated by plans DP 4618, 4458 and DP 10742. Chocqueel sold most of the farm, which extended from Rifle Range Road to Ellicott Road, to John F Williamson on 3 August 1909 and the small house section to Gertrude AF Bradley, wife of Darius Bradley, painter, on 6 August 1909.

Andre Choqueel established a tobacco factory in Hamilton in 1911. He and his wife Marie Chocqueel were in the forefront of Hamilton society; he was a member of the Waikato A&P Association in 1911 and the Hamilton Chamber of Commerce 1912, and on the committee of the Horticultural Society in 1913. In 1912 a street in northern Hamilton was named Choqueel Street (now Princes Street). The street ran through a subdivision of 2roods 8perches of land that Chocqueel owned (DP 7970). Choqueel also owned and farmed land at Tuhikaramea, Whatawhata and Ruakura at various times.

Bradley transferred ownership to William Arthur Flynn, farmer, on 24 November 1921, but Flynn retained ownership for only four months. From 1922 the property was owned by William Frederick Morrison, painter, until part was transferred to Parker in 1979, and lease of the house and garage to Sinel in 1983, with transfer of ownership of the rest to Gillett in 1984.

William and Mary Morrison and extended family members lived in the house until at least 1935. It was possibly named "Merryl" in 1935. Three of the Morrison men were painters, one was a mill hand. They may have been employed by the railway house factory across the road.

Associative value: The Historic Place has a direct association with or relationship to, a Andre Chocqueel who was is of historical significance to

Hamilton. Choqueel was an entrepreneur and developer of significance to the settlement of Frankton and Hamilton.

Historical pattern: The Historic Place is associated with broad patterns of local, regional or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. When built, the house was in a rural setting, and Chocqueel gave his occupation as farmer; he formed part of the development and subdivision of rural land in the area.

The property reflects the agricultural beginnings of Frankton and Hamilton. The house is representative of a major housing boom in Hamilton and Frankton in the 1900s to 1910s.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity The house is a substantial Californian bungalow and has distinctive use of river stones in the pillar and chimney. While the designer and builder are unknown the style of architecture indicates it may have been one of the local architects or out of a pattern book. The quality of the style and materials suggest that it belonged to someone of high status and wealth, and research indicates that Chocqueel is the likely first owner. While in general the house is typical of the period, the use of river stones is unusual in Frankton and Hamilton. It has a high degree of integrity and retains some of its setting. It is markedly different in form from other houses in the vicinity.

CONTEXT

Setting, Group Value, Landmark Value, Context The house is not part of a group and has modern subdivision and housing but the setback from the street allows the place to be easily read and has been a visual landmark

from the street. Further research may show whether its location related to the house factory across the road, with its employment opportunities.

ARCHAEOLOGICAL VALUES Unknown

CULTURAL/SOCIAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information n/r

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate			moderate/local
Physical / Architectural Values	moderate	high	moderate	moderate/local
Context and setting	low	low		low
Cultural Values				

Summary of heritage values: Excellent example of an early Californian bungalow and has interesting stone detail. It was potentially built for entrepreneur Andre Choqueel in 1908-09, a recent French immigrant who, along with his wife Marie, became prominent in Hamilton society during the 1910s. It is an example of one of the homes built on the edge of the town, on farm land, prior to subdivision into small residential lots.

The house is assessed as B ranking, exhibiting a and b values and is of local significance.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Certificates of Title

Form prepared 2023

Surveyor/ Researcher: Lyn Williams

Building/ Site Name: Ruakura Staff Houses (Former)

Address: 178 Ruakura Road (university of Waikato Gate 3)



Google Maps 2023

District Plan Reference/ category:

Legal Description: Pt Allotment 413 (SO 40234)

Zoning:

Listed HNZPT: no

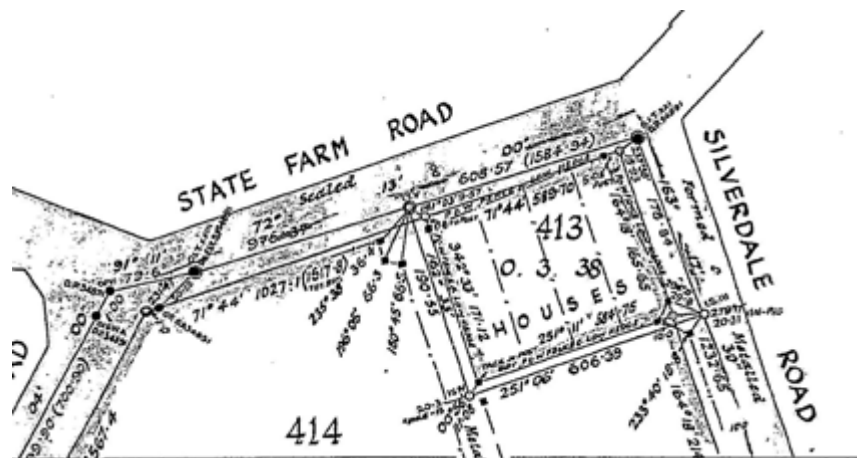
Date of Construction: 1940s

Designer/ Builder: probable Public Works for Ruakura State Farm

Current use/Building type:

Visible materials:

Extent: Pt Allotment 413 (SO 40234)



Part of SO 40234 showing the four house sections. 1959

HISTORY/ HISTORIC VALUES:**History/ Historic summary**

In 1886 Section 223a Kirikiriroa Parish, of 137 acres (55 hectares) was designated to form an agricultural college and model farm. The Waikato Agricultural College and Model Farm Act was passed in 1888 and vested the land in the Waikato County Council for this purpose. The council cleared, grassed and fenced the land and leased it for grazing. The council continued to lease the land until 1901 when central government sought the transfer of the original endowment back to the government (completed May 1902) for the purposes of extending the Government Experimental Farm. The farm was extended with land purchased from Isaac Coates (Sunnyside, 208 hectares) and Reed's farm of 20 hectares in 1901.ⁱ The name Ruakura State Agricultural Farm or Ruakura Experimental Station was also adopted around the same time. The original homestead and outbuildings were renovated and used for the farm (now demolished).ⁱⁱ

In 1910 a college building for farm cadets was constructed, designed by Auckland architect W.A. Cumming; it is now known as the Homestead. Cumming also called for tenders for stables and implement sheds in 1912.ⁱⁱⁱ

In 1912 the focus of the Ruakura farm changed to purely education. A formal opening was held for the Ruakura Farm of Instruction by the Prime Minister William Massey and the Minister of Agriculture. The Prime Minister made it clear that the instructional farm was for teaching the practicalities of farming to the students and was not a research institute.^{iv} In 1938 the purpose of the Ruakura Farm was changed from educational back to animal research.

From the 1930s onwards there was a need to house staff, both farm workers and scientific people. As the Research Centre progressed trying to find accommodation in Hamilton was hopeless- there were not enough

hotels and rentals. From at least the 1930s staff were housed on site if possible.

Farm Manager M.J Campbell had a old cottage on the farm for his family, later he moved into the Artillery Flats in Peachgrove Road.

On Melody Lane houses were put up for married staff. All buildings were simple basic solid homes. The sub stations also required housing. During the war US Army men were housed on site.

The four houses on Ruakura Road are typical of the Ruakura houses, simple and of a modest scale. The houses are on site on the Ruakura land and No.5 Dairy by 1947.

In 1943 Dr Campbell McMeekan took over as superintendent of Ruakura Experimental/State Farm (later known as the Agricultural Research Station); at that time the property had had few improvements and the buildings and facilities on the property were also in a rundown state and not practical for the research programme that was envisaged prior to the war. Ten years after McMeekan took over, the property was transformed from an instructional farm to an established and well-respected research station.

After the war Ruakura became a significant employer as staff numbers rose rapidly. In 1949 the first conference and field days week was held at the research station, attracting 592 registrations which required a change in venue from the Peachgrove Road Municipal Hall to the State Theatre in Victoria Street to accommodate the dairy farmers. The annual conference and field days continued to grow and at their peak in the 1960s 10,000 visitors attended the field day.

In 1960 the Meat Research Institute also moved from its Wellington location to Ruakura; their facilities were purpose-built in 1961 and extended in the 1980s to accommodate around 100 staff. From the 55 hectares of the original farm in 1886, in 1982 the farm had increased to

around 600 hectares on several locations. Most of the original farm lot 223a has since been sold and now used for residential, industrial and commercial purposes. In 2004 Waikato Innovation Park was opened on the Ruakura campus, on 17ha of land owned by Tainui, to provide an environment for technological development and office space particularly for companies involved in the agricultural or biotechnology sectors.^v

Set apart for Ruakura Animal Research Station.^{vi}

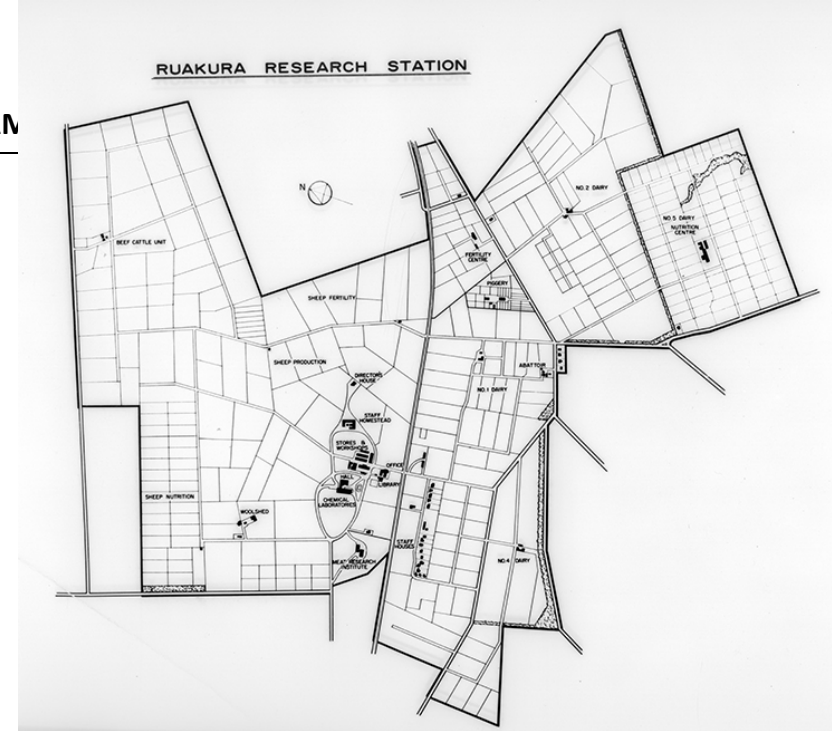
In the 1970s Ruakura became the main base for the Soil Research Station with the Rukuhia land being used for field experiments until its closure in 1988.

The staff houses are now occupied by the Waikato Institute for Leadership & Sport Studies.

(Image at right): Ruakura Research Station Plan (HCL_04725). The houses are marked on the corner of Ruakura and Silverdale Roads.



The four houses are in the lower part of the photo, with Ruakura Road running from right to left. 6 December 1972. Whites Aviation Ltd. Alexander Turnbull Library WA-70882-F.



Associative value: The Historic Place has a direct association with or relationship to Ruakura Research Centre and the Ruakura community which was a special community in its own right on the farms. The staff form an important part of the workings of the Station and the later government research centre. The houses are a small set of what was once a large collection of staff houses and self-supporting scientific and farming community.

Historical pattern: The Historic Place is associated with broad patterns of local, regional history, including development and settlement patterns of staff at government sites whether at power stations or dam sites like Arapuni. The mix at Ruakura and sometimes long service meet the family and community had a strong identity and support system including club, library, and tennis courts, social or economic trends and activities and in particular agricultural and scientific research.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Typical war construction with limited palette of materials, weatherboard cottages with limited detail, each one is slightly different. Potentially designed and built by Public Works. Good level of integrity externally.

CONTEXT

Setting, Group Value, Landmark Value, Context

Part of a small group of four surviving Ruakura staff cottages, set on the corner of the site facing the main road, of local heritage significance.

ARCHAEOLOGICAL VALUES**CULTURAL VALUES**

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	Moderate/local		Moderate/local	Moderate/local
Physical / Architectural Values	Moderate/local As a set	moderate		
Context and setting	moderate	moderate		moderate
Cultural Values				

Summary of heritage values:

Built as accommodation for Ruakura staff and as such an integral part of Ruakura's history. As a representative set of the last staff housing group on the former Ruakura Research Centre that form an important part of the daily lives of staff and their families. As a group the four houses meet the criteria of "B" Ranking on historic value, physical and context. Initially associated with the Research Centre they are now part of the landscape of the University which sits on the No.5 Dairy site. (a b c)

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council (Draft) 2022

Shirley Penfold of Hamilton- former resident of Ruakura

See SO 40234 (1959) for Gazette notices

50 years of service 1980s

Form prepared 2023

Surveyor/ Researcher: L Williams, L Kellaway/Assessor L Kellaway

Viewed from street only.

ⁱ *Waikato Argus* 17 May 1902

ⁱⁱ *Waikato Argus*, 23 November 1901

ⁱⁱⁱ *NZ Herald* 27 May 1911

^{iv} *Waikato Argus* 24 April 1912

^v en.wikipedia.org/wiki/Innovation_Waikato

^{vi} Gazette 1961 p. 207.

Building/ Site Name: Hui te Rangiora Marae

Address: 89 Clarence Street



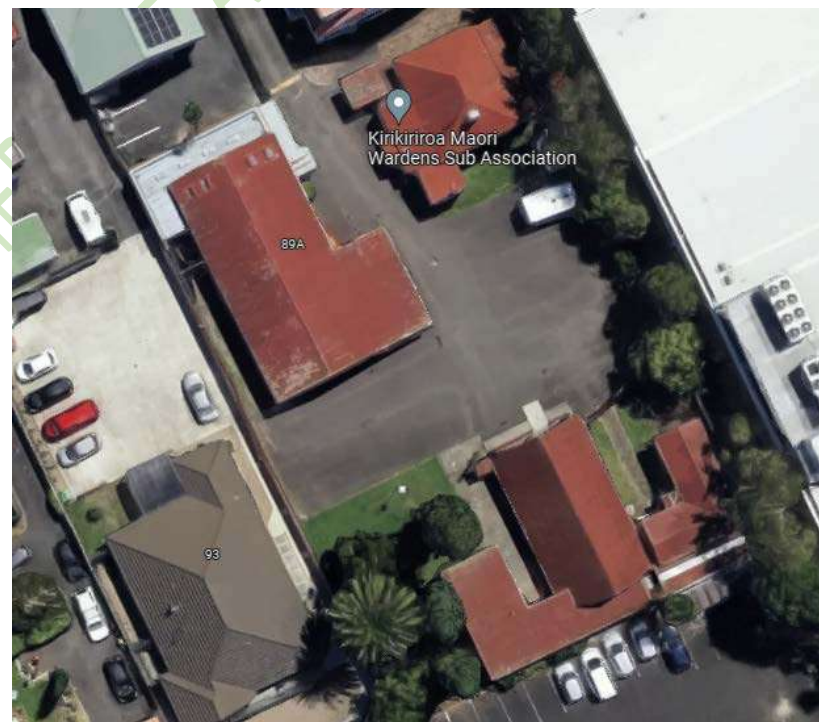
Date of Construction: 1966

Designer/ Builder:

Current use/Building type: Marae/marae

Visible materials: corrugated steel roof,

Extent: Pt Allotment 354 Town of Hamilton West

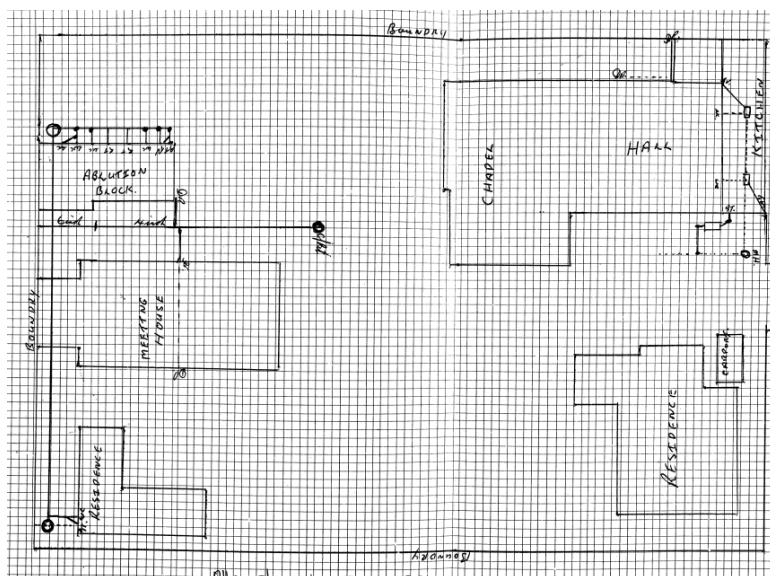


District Plan Reference/ category:

Legal Description: Pt Allotment 354 Town of Hamilton West

Zoning:

Listed HNZPT: No



HCC Property file

HISTORY/ HISTORIC VALUES:**History/ Historic summary**

Hui Te Rangiora in Clarence Street is a Catholic Maori centre, opened on behalf of Te Arikinui Kuini Te Atairangikaahu by Hepi Te Heuheu on 19 November 1966. The name was suggested by Te Arikinui in memory of a very sacred pre-Pakeha marae in the Waikato. The building was blessed by Bishop R. Delargey. The tabernacle, in the form of a sacred pataka, was carved by Hima Hakaraia of Rotorua. The dining hall was named Tuwaarea.ⁱ The opening was attended by iwi from Auckland, Murupara and Opotiki.ⁱⁱ

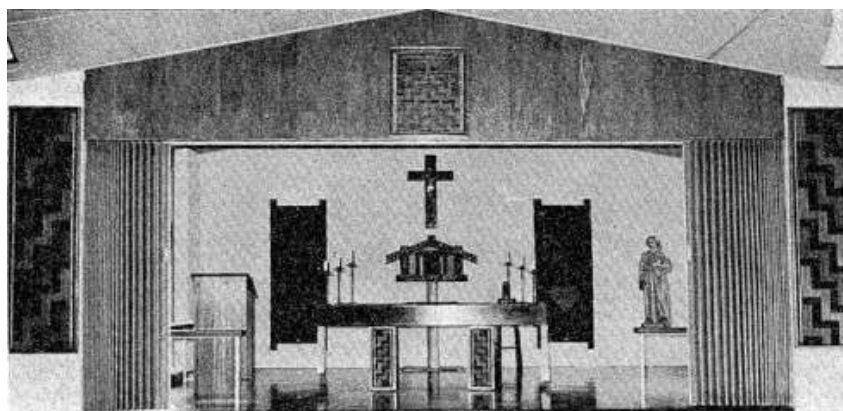
Hui te Rangiora Marae is in the central city off Clarence Street. Additional buildings have been built, so that it is now part of a complex including two residences, a chapel and hall, a garage, and an ablution block.

It is significant as potentially the earliest urban marae in the Waikato. It is the earliest known urban marae in Hamilton City.

Several maraes and Maaori community centres have been established in Hamilton since the mid-twentieth century. Ngati Hamutana was established by Maaori newly settled in Hamilton after WWII, having come to the city for work but then suffering feelings of loneliness and disconnection.ⁱⁱⁱ Fundraising activities led to the building of a whare nui and other buildings, and Kirikiriroa Marae was opened on 1 December 1984 for peoples from all around Aotearoa.

Te Kohinga Marama at Waikato University opened in 1987 and is under the stewardship of Ngati Haua and Ngati Wairere.^{iv} Other later urban marae includes The Wintec marae, Te Kōpū Mānia o Kirikiriroa.

Hui Te Rangiora has been the venue for hui, wananga, religious services and recordings of waiata.^v



The stage, which is the sanctuary, with altar, tabernacle and tukutuku panels. *Te Ao Hou* March 1967 p. 28



Te Whare Wanaga o Waikato at Hui Te Rangiora Marae. *Kaea* 1 February 1981 p.23

Associative value: The Historic Place has a direct association with or relationship to a group, institution, and activities that are of historical significance to Hamilton and the Waikato.

Hui te Rangiora was the first urban marae in Hamilton, built as a Catholic centre for local Maori. It has been used for a variety of activities including education, sound recordings of Maori music, religious services and hui.

The marae is associated with Te Arikunui Dame Te Atairangikaahu and Hepi Te Heuheu who opened the whare nui, Bishop R. Delargey who blessed it. The tabernacle was carved by Hima [Hema] Hakaraia.

The name Hui te Rangiora was suggested by Te Arikunui in memory of a very sacred pre-Pakeha marae in the Waikato.

Historical pattern: The Historic Place is associated with broad patterns of local, regional and national history, including development and settlement patterns, social or economic trends, religious services and activities.

The marae was established to assist Maori coming to live in the city away from their home marae, a social and economic trend from 1950s onwards throughout the country. It was recognised that urban Maori needed the extra support a marae would provide.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Not viewed TBA

CONTEXT

Setting, Group Value, Landmark Value, Context- TBA

ARCHAEOLOGICAL VALUES

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The marae including the whare nui and its associated buildings has high symbolic and commemorative value to urban Maori, in particular those of the Catholic faith. Activities at the marae include education through wananga, recording of Maori waiata and religious services.

Summary of assessed significance and management category (ODP) *

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values				Potentially high
Physical / Architectural Values				
Context and setting				
Cultural Values				Potentially high

- Cultural values and a physical viewing is required, Preliminary based on research only.

Summary of heritage values:

Hui Te Rangiora in Clarence Street is a Catholic Maori centre, opened on behalf of Kuini Te Atairangikaahu by Hepi Te Heuheu on 19 November 1966. The name was suggested by Te Arikini in memory of a very sacred pre-Pakeha marae in the Waikato. The building was blessed by Bishop R. Delargey. The tabernacle, in the form of a sacred pataka, was carved by Hima Hakaraia of Rotorua.

Recommendation: that Hui Te Rangiora marae is scheduled under the District Plan as A ranking, however, has not been viewed.

A cultural assessment is recommended. Historic evidence suggests this is a significant place.

Sources for information:

Form prepared 2023

Surveyor/ Researcher: Lyn Williams; Assessor L Kellaway

Not viewed. Cannot be seen from street.

ⁱ Te Ao Hou March 1967 p.28

ⁱⁱ Ibid.

ⁱⁱⁱ <http://kirikiriroamarae.com/Who>

^{iv} waikato.ac.nz/marae/

^v Kaea 1 February 1981 p.1

Building/ Site Name: Te Puna o te Ora Hostel (original building)

Address: 50 Colombo Street, Frankton



Google Maps 2023

District Plan Reference/ category:

Legal Description: Lots 15, 16, 17, 18, 19, 20 DP 4771

Zoning:

Listed HNZPT: No

Date of Construction: 1941; additions date unknown

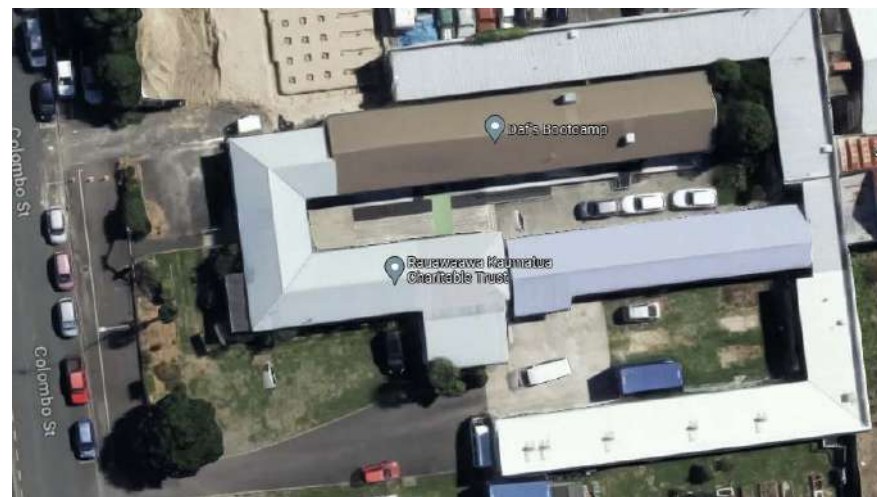
Designer/ Builder: Designer not known/Builder: John McKinnonⁱ

Current use/Building type:

Visible materials: Timber, corrugated roofing iron, timber joinery; traditional kuwaha whakairo at pedestrian entrance, original shutters lost.

One of a complex of buildings on the site.

Extent:



C-shaped building with lighter grey roof, closest to the road at left.

HISTORY/ HISTORIC VALUES:

History/ Historic summary

Several marae and Maaori community centres have been established in Hamilton since the mid-twentieth century.

Two women who had major influence in social welfare in Hamilton in the mid-twentieth century were Sister Heeni Te Teira Wharemaru MBE (1912-2007) and Elizabeth Te Oraihi Whatu (1890-1962). Sister Heeni, a niece of Te Puea and aunt of Te Arikunui Dame Te Atairangikaahu, was trained as deaconess in the Methodist Church and became matron of the Maori hostels in Hamilton. She was awarded an MBE for her work.ⁱⁱ Sister Heeni worked closely with the Waikato Museum, especially as kaitiaki of Te Winika, the waka taua.

Elizabeth Whatu (nee Paki) pushed for the establishment of the Maori hostels, was leader of a concert party and closely associated with many groups including the Hamilton Old Folks' Association.ⁱⁱⁱ In the late 1930s she became aware that rural Maori visiting whanau in hospital could not find accommodation: a survey found that 26 of 27 proprietors of hotels and boarding houses refused outright to accommodate Maori, with the result they were forced to sleep rough or walk the streets all night.^{iv} She provided a house in Frankton, but it was not sufficient, and with the help of powerful supporters, including Princess Te Puea Herangi, MP Hilda Ross, District Health Officer Dr H.B. Turbott, the Bishop of Waikato Cecil Cherrington and Rotary, and much fundraising, she conducted a campaign to have a hostel built. The council provided land in Colombo Street for a peppercorn rental and the hostel was built, by John McKinnon, and opened in August 1941.^v It was opened by the Rt Hon HGR Mason, Acting-Minister for Native Affairs on 23 August 1941.

At that time it was known as the Maori Hostel Association; in 1945 when Carter and Pratt built conveniences, it was known as the Maori Hostel Society.^{vi} Mrs Whatu managed the hostel (she became known as "Mum") from its opening in August 1941 until her retirement just three years before her death in 1962. Elizabeth Whatu was awarded the Coronation Medal in 1953. She was involved with the YWCA and is believed to be the instigator of the YW's charm courses run in conjunction with the Department of Maori Affairs in the 1950s; these aimed to improve the confidence of young Maori women. The Maori Women's Welfare League sponsored a Maori debutante ball after the young women were 'trained up' as debutantes.^{vii}

The birth of the complex Te Puna o Te Ora was initiated in 1938 with the incorporation of the Waikato Māori Hostel Society (WMHS).

Foundation members specified in the WMHS Trust Deed were Princess Te Puea Herangi, Eliza Oraihi Whatu, Hamilton Borough Council, the Waikato Hospital Board, the Hamilton Rotary Club, the Waikato, Waipa, Raglan, Kawhia, Otorohanga, Matamata, Piako and Waitomo County Councils, the Te Kuiti Māori Association, Sisters Frances and Nicholl, Dr Turbott, Mr Valder, Mr Findlay, Mr Dillicar and many more significant change makers to the history of Māoridom in Hamilton.^{viii}

The hostel was first an accommodation facility for Māori moving in to Kirikiriroa from rural areas for work (1941 – 1970), then as an accommodation and training centre for Trade Trainees (1971 – 1990) and then Anchorage inhabited Te Puna o Te Ora and ran its residential alcohol and mental health service (1991 – 1997).^{ix} Additional buildings have been erected over the years as part of a complex on the same property.

Rauawaawa Kaumatua Charitable Trust, established in 1997 and formerly called the Frankton/Dinsdale Rauawaawa Charitable Trust, is the only one of its kind in the country. It has won numerous awards for its role in reaching out to older Māori in the Waikato with health and educational services. More than 400 are using the services from the base at the former hostel Te Puna o te Ora in Colombo Street. The Waikato Maori Hostel Society led by Hare Puke gifted the land and assets of Te Puna to Rauawaawa on 30 May 2006.^x



The opening of the new Maori hostel in Colombo Street. *Auckland Weekly News Supplement* 3 September 1941, Auckland Libraries Heritage Collections AWNS-19410903-32-1.

The building

Set back from Colombo Street originally the hostel was set near residential housing however after 1940 the Frankton West area became more industrial as the need for industry to be close to the Main Trunk Line. Very few houses survive in this part of early Frankton.

The building is a single form with hipped roof, and painted weatherboards. Joinery appears original although the window shutters have been lost. It has some similarities with state housing design. There are two distinctive verandah posts either side of the front door, similar to late 1930s staff houses.

Additional building has been added to the rear and recently a modern extension to the front of the section north of the old building.

Maori hostels

The development of hostels to provide a caring place for temporary accommodation within the new cities was a very important development.^{xi} A number of Maori hostels were built, with the Hamilton hostel important in the wider Waikato region and beyond. In 1946 a

hostel for secondary school girls, named Te Rahui, was opened in Bryce Street by the Methodist Home Mission, and one for boys in London Street; the boys' hostel shifted in 1967 to Bishops Court (Jesmond Dene) in River Road (refer WHG 095 and 177).

Associative value: The Historic Place has a direct association with or relationship to, a person, group, institution, event or activity that is of historical significance to Hamilton and the Waikato.

Te Puna o te Ora has direct association with several prominent Maori leaders, including Princess Te Puea Herangi, Dame Te Atairangikahu, Elizabeth Orangi Whatu and Hare Puke, as well as several prominent community, political and business leaders and medical professionals.

Historical pattern: The Historic Place is associated with broad patterns of local and regional history, including development and settlement patterns, social or economic trends and activities.

The hostel was built to accommodate young Maori coming to work in Hamilton from rural areas and needing accommodation and has since been used for a training centre and health and welfare activities.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The design is typical of the early 1940s period. Built during World War 2 materials would have been in short supply.

It appears to have a reasonable level of integrity externally.

The designer is unknown but the builder, John McKinnon, undertook a considerable amount of building work in Hamilton, including the Hamilton Hotel.

CONTEXT

Setting, Group Value, Landmark Value, Context

The hostel is set in an old industrial area of Frankton West and has little landmark value except for the carved gateway at the street entrance.

ARCHAEOLOGICAL VALUES: Not known.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The building has strong sentimental and cultural values for Maori and for Hamilton as a whole, being a recognition of the need for support and accommodation for workers coming into town from their rural and marae-based communities.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	Moderate-high	high	High-regionally	High - regionally
Physical / Architectural Values		moderate		
Context and setting				
Cultural Values	Moderate - high			Moderate- *high /locally

Summary of heritage values: Regionally significant Maori hostel, established by Elizabeth Whatu (nee Paki) with the support of Te Puea Herangi, MP Hilda Ross, District Health Officer Dr H.B. Turbott, the Bishop of Waikato Cecil Cherrington and Rotary, on land leased from council for a peppercorn rental. Built in 1941 by Hamilton builder John McKinnon.

A ranking under (a) historic value and (f) cultural value is supported however requires cultural valuing and a cultural assessment.

Cultural assessment is recommended.*

Sources for information:

Williams, Lyn "The Dead Tell Tales: Elizabeth Oraihi Whatu", *Waikato Times* 5 August 2013

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared 2023

Surveyor/ Researcher: Lyn Williams; Assessor L Kellaway

Viewed from street 2023 only.

ⁱ Williams, Lyn "John (Jack) McKinnon" The Dead Tell Tales, *Waikato Times* 25 May 2018

ⁱⁱ methodist.org.nz/touchstone/lead_articles/2007/august_2007/sister_heeni_whatu_remaru

ⁱⁱⁱ Williams, Lyn "Elizabeth Te Oraihi Whatu", The Dead Tell Tales, *Waikato Times* 5 August 2013.

^{iv} *Auckland Star* 8 September 1938

^v HCC Building Permits Register transcription

^{vi} *ibid*

^{vii} Williams, Lyn “Elizabeth Te Oraihi Whatu”, *The Dead Tell Tales*, *Waikato Times* 5 August 2013.

^{viii} <https://www.rauawaawa.co.nz/our-history/>

^{ix} *ibid*

^x Rauawaawa Kaumatua Charitable Trust pamphlet 2017

^{xi} <https://www.maorihomefront.nz/en/whanau-stories/maori-hostels/>

Building/ Site Name: Ammunition Workers' Flats**Address: 84-86, 92-118 Peachgrove Road**

One of the duplexes. Google Maps 2023

District Plan Reference/ category:**Legal Descriptions:**

Lot 9 Deposited Plan South Auckland 63009 AND Flat B Deposited Plan South Auckland 63520 and Shed D Deposited Plan South Auckland 63520

Lot 9 Deposited Plan South Auckland 63009 AND Flat A Deposited Plan South Auckland 63520 and Shed C Deposited Plan South Auckland 63520

Lot 7 Deposited Plan South Auckland 63009 AND Flat B Deposited Plan South Auckland 63518 and Shed D Deposited Plan South Auckland 63518

Lot 7 Deposited Plan South Auckland 63009 AND Flat A Deposited Plan South Auckland 63518 and Shed C Deposited Plan South Auckland 63518

Lot 6 Deposited Plan South Auckland 63009 AND Flat A Deposited Plan South Auckland 63517 and Shed C Deposited Plan South Auckland 63517

Lot 6 Deposited Plan South Auckland 63009 AND Flat B Deposited Plan South Auckland 63517 and Shed D Deposited Plan South Auckland 63517

Lot 5 Deposited Plan South Auckland 63009 AND Flat B Deposited Plan South Auckland 63516 and Shed D Deposited Plan South Auckland 63516

Lot 5 Deposited Plan South Auckland 63009 AND Flat A Deposited Plan South Auckland 63516 and Shed C Deposited Plan South Auckland 63516

Lot 4 Deposited Plan South Auckland 63009 AND Flat A Deposited Plan South Auckland 63515 and Shed C Deposited Plan South Auckland 63515

Lot 4 Deposited Plan South Auckland 63009 AND Flat B Deposited Plan South Auckland 63515 and Shed D Deposited Plan South Auckland 63515

Lot 3 Deposited Plan South Auckland 63009 AND Flat B Deposited Plan South Auckland 63514 and Shed D Deposited Plan South Auckland 63514

Lot 3 Deposited Plan South Auckland 63009 AND Flat A Deposited Plan South Auckland 63514 and Shed C Deposited Plan South Auckland 63514

Lot 2 Deposited Plan South Auckland 63009 AND Flat B Deposited Plan South Auckland 63513 and Shed D Deposited Plan South Auckland 63513

Lot 2 Deposited Plan South Auckland 63009 AND Flat A Deposited Plan South Auckland 63513 and Shed C Deposited Plan South Auckland 63513

Flat B Deposited Plan South Auckland 63512 and Shed D Deposited Plan South Auckland 63512 AND Flat A Deposited Plan South Auckland 63512 and Shed C Deposited Plan South Auckland 63512 AND Lot 1 Deposited Plan South Auckland 63009

Zoning:**Listed HNZPT: No****Date of Construction: 1942****Designer/ Builder: Pubic Works department****Current use/Building type: Accommodation/Accommodation**

Visible materials: weatherboard with tile roof, timber joinery

Extent: include all legal descriptions.

The flats are situated on the east side of Peachgrove Road between Ruakura Road and Kennedy Lane.



Former flats along Peachgrove ROAD > **World War II activities**

In 1941 when the Japanese entered the war, and with the prospect of large numbers of operational aircraft being based in the country, it was decided, due to the existing stores depot at Hobsonville being vulnerable to air attack, to move the depot to Hamilton. ⁱ Hamilton was chosen because it was necessary to keep the depot in the Auckland area, as Auckland and Lyttelton were the only two ports in New Zealand where arriving aircraft could be unloaded. ⁱⁱ

A camp was erected near Palmerston Street where canvas-roofed huts accommodated airmen. More huts were erected north of the town centre in an area known as Snake Gully, just opposite the western end of Fairfield Bridge, off Victoria Street. Today the area is the site of the Hamilton Badminton Club. For the many Women's Auxiliary Air Forces

The Colonial Ammunition Company, a private company, which made ammunitions was based in Auckland, but like others decided to relocate to a safer place, and Hamilton East was chosen.

Two ammunition factories were built in Hamilton East after a suspicious-looking light plane flew over the Auckland factory of the Colonial Ammunition Company at the start of World War II and it was decided to move production south, to Hamilton. ⁱⁱⁱ One factory was constructed at the southern end of Dey Street and was known as Norton as it was built on farmland owned by a Mr Norton. The other factory, Galloway, was also on Dey Street on land between where Kirikiriroa Marae and the Hillcrest Stadium are today. ^{iv}

Hamilton contractors built the two factories and local manufacturers duplicated existing machinery, tools and dyes from drawings made by New Zealand Railways draughtsmen.

Staff and materials for the new plants began to be shifted to Hamilton in April 1942. The transfer was completed by June of the same year with little loss of production experienced at either end. Many women (and some men) worked in the factories making bullets. Remnants of one of the factories remain. Staff were accommodated in purpose-built accommodation on Peachgrove Road and buses were provided to get them to and from work. ^v A hall was built behind the flats as the social centre for the munitions workers. ^{vi}

The factories had a workforce of around 1,200 at one time and it was estimated that 74 million rounds of ammunition were produced per year. With the Japanese surrendering, production slowed and eventually ceased and the machinery and equipment was returned to Auckland. ^{vii} Presumably the Galloway factory building was demolished around this time as there is nothing on the site where it was located. The Norton factory remained and was converted to offices for the Ministry of Works and remained as such for 41 years.



Loading rounds into ammunition clips at the Colonial Ammunition Company's factory, Hamilton, 1944.^{viii}

The 'Artillery Flats'

The land on the corner of Peachgrove Road and Ruakura Road was part of the Ruakura estate, and had been 'borrowed' by the state.^{ix} It remained a long term dispute that continually land was used for a variety of government activities which was eroding the capacity of Ruakura to provide farm land for experiments. The dispute over the adjacent camping ground, which is on Ruakura land, and was a temporary solution for temporary housing after the war, is another example. It led to the Director Mc Meekan seeking the status of a reserve for the full estate of over 700 acres to protect the use for scientific use.^x

The complex at Peachgrove Road included the Artillery Flats and a large social hall. The facilities, except the flats, were demolished prior to building the new school on part of the site.

Staff Accommodation

Guards Huts were provided on the corner of Dey Street and Cambridge Road/Naylor Street. The employees and plant operational staff were housed in the sixteen Artillery Flats built on Peachgrove Road which had single unit and double units. Buses were provided to transport them to and from work. After the war, the CAC Recreation Hall was adapted into a Hostel and the adjacent area became the Borough Camping Ground to help ease the numbers of homeless people sleeping rough. (Source: New Zealand Society of Genealogists Inc. Hamilton Branch Newsletter, Feb 2016, p.4.) <https://digitalnz.org/stories/5cb97c8f8d2a4e6887c3cac4>

Staff Socialising

Marjory Carey writes in the *Historical Review*, 'Working in the ammunition factory in Hamilton' (Vol 43, 2, Nov 1995, pp. 103-104), "There was a big Recreation Hall further down the road at the other flats. We could go there for a meal if we didn't want to cook our own. The Airforce at Rukuhia used to invite us to dances and so did the Army, We could go to the Sunday pictures, put on by the Forces provided we showed our Passes. There was plenty of sport..." <https://digitalnz.org/stories/5cb97c8f8d2a4e6887c3cac4>



Artillery Flats on Peachgrove Rd. Just visible at the bottom right of Peachgrove Int. School are the Artillery Flats. Alexander Turnbull Library
<https://digitalnz.org/records/23034408/hamilton-featuring-hamilton-boys-high-school?from-story=5cb97c8f8d2a4e6887c3cac4>

After the war MJ Campbell, the farm manager at Ruakura Station, and his family moved into one of the flats. The land on the corner of Peachgrove Road and Ruakura Road was part of the Ruakura estate and had been 'borrowed' by the state.

His daughter Shirley describes their Artillery flat: "Our flat was half of the corner unit on Ruakura Road/Peachgrove Road; it had 4 bedrooms and two quite big living rooms one of which we used as a separate dining room. Kitchen, bathroom, separate WC and laundry with an outside storage/garden building so it was quite large for the period. Some of the other blocks were divided into four instead of two, with two bed units at the front and a one bed unit at the rear. All had kitchen and wc facilities."^{xi}

Although the Ruakura staff moved out of the flats and it is understood that the government took over management and continued to provide tenant housing, the stories and sometimes affection for the war and post war period meant the flats retained their unofficial name of the 'Artillery Flats'.

While they are government designed state housing these particular sets and the grouping on Peachgrove Road and nearby, unlike many state housing areas have retained their historic name. They are well known and have been identified by the community for over 25 years as historic heritage of a special group of homes. The social value is demonstrated in the web sites specifically on these Hamilton flats and the communities who were tenants there.

Associative value: The Historic Place has a direct association with or relationship with the Colonial Ammunition Company in Hamilton during World War 2 tenanted by New Zealanders under conscription regulations, and later by Ruakura families and potentially by tenants after the 1950s until privately sold.

Associated with the houses are the very large trees that are a remnant of the historic 20th century Ruakura estate but associated with the Artillery Flats. They are associated with an event and activity – WWII and the war effort – that is of historical significance to Hamilton, the Waikato and New Zealand.

Historical pattern: The Historic Place is associated with broad patterns of local, regional and national history, including development and settlement patterns and the social need for temporary housing. It is associated with tenancy and with war time activities.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Standardised State house duplexes orientated in groups of two or three, either on a diagonal to the road or square-on to the road, and offset from each other for privacy. Each building has a C-shaped footprint.

CONTEXT

Setting, Group Value, Landmark Value, Context

Historic trees of Ruakura line the road boundary.

The flats are in a group, with one of the original nine having been removed and replaced. They have landmark value when viewed from the street because of their distinctive design.

ARCHAEOLOGICAL VALUES unknown

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

People have strong views about the flats, whether positive or negative; the fact that the name "Artillery Flats" has persevered for over 70 years shows the sentiment towards them.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	moderate-high	high	high-moderate
Physical / Architectural Values	moderate	moderate		moderate
Context and setting	high	moderate		high-moderate
Cultural Values	moderate		high	high-moderate

Summary of heritage values: Constructed during WWII for Colonial Ammunition Company Ltd, under the NZ Defence Force during World War Two, the flats were built for the CAC ammunition workers. Used by Ruakura staff accommodation 1945-1985. Rare set of buildings as associated and built specifically as part of New Zealand's defence activities during WWII; directly associated with a wider factory complex substantially demolished. PWD design.

The CAC Ammunition Workers Flats, also known as the Artillery Flats are of regional significance and rank as "A" under the criteria of a, b, c, f (cultural).

The setting includes the row of trees along Peachgrove Road.

Sources for information:

Form prepared 2023

Surveyor/ Researcher: Lyn Williams, Assessor L Kellaway

ⁱ <http://nzetc.victoria.ac.nz/tm/scholarly/tei-WH2AirF-c9-10.html>

ⁱⁱ

<http://www.cambridgeairforce.org.nz/RNZAF%20Stations%20Waikato%20BOP%20area.htm>

ⁱⁱⁱ Harris, Lynn H. p. 21

^{iv} http://kete-hamilton.peoplesnetworknz.info/hamilton_heritage/topics/show/810-hamiltons-ammunition-factories

^v <http://hamiltonheritagecollections.co.nz/nodes/view/1289>

^{vi} *Hamilton 1950*, Hamilton City Libraries

^{vii} Lynn H Harris; Page 22-23

^{viii} <http://nzetc.victoria.ac.nz/tm/scholarly/WH2-2Hom-fig-WH2-2HomP014a.html>

^{ix} Kellaway, Adam, Beaumont, Preliminary Study of Ruakura 2009

^x L Kellaway Unpublished study on Ruakura 2009

^{xi} Shirley Penfold, personal conversation L Kellaway 2023

Building/ Site Name: Ammunition factory US Army Building (Former)

Address: Corner of Wairere Drive and Cambridge Road



View for Wairere Drive (former Dey Street) of CAC building.



District Plan Reference/ category:

Legal Description: Pt Section 38 Hamilton East Town Belt

Zoning:

Listed HNZPT: No

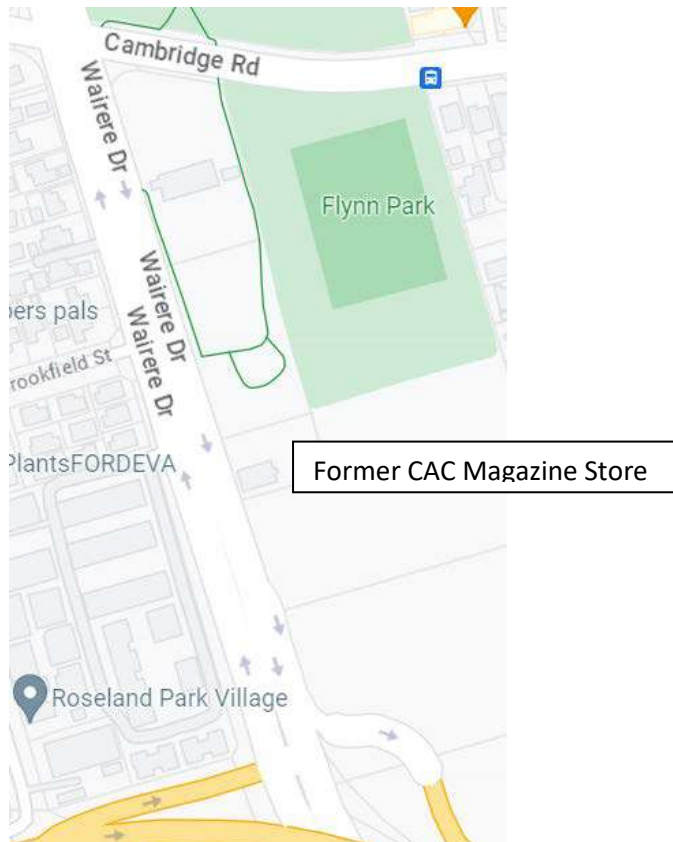
Date of Construction: 1942

Designer/ Builder: likely Public Works

Current use/Building type: vacant/ factory building

Visible materials: narrow weatherboard painted,

Proposed Extent : Pt Section 38 Hamilton East Town Belt

**HISTORY/ HISTORIC VALUES:****History/ Historic summary
World War II activities**

In 1941 when the Japanese entered the war, and with concerns over the ammunition factories being discovered in Auckland, a decision was made to transfer both NZRAF stores and the Colonial Ammunition Company to Hamilton, but far away from the Main Trunk Line at Frankton.

The CAC was to be hidden from site and staffed by compulsory conscription of all able bodied citizens.

The Colonial Ammunition Company (CAC) had premises in Auckland, and was established in 1885. They shifted to Hamilton in 1942.

There was no accommodation with the influx of army and airforce, and the CAC required a large workforce which was from throughout the Waikato.

There were two CAC sites – “Norton” near Dey Street and “Galloway” near Peachgrove. Accommodation was required and was primarily based at Peachgrove on Ruakura land.

Two ammunition factories were built in Hamilton East after a suspicious-looking light plane flew over the Auckland factory of the Colonial Ammunition Company at the start of World War II and it was decided to move production south, to Hamilton.ⁱ One factory was constructed at the southern end of Dey Street and was known as “Norton” as it was built on farmland owned by a Mr Norton. The other factory, “Galloway”, was also on Dey Street on land between where Kirikiriroa Marae and the Hillcrest Stadium are today.ⁱⁱ

Hamilton contractors built the two factories and local manufacturers duplicated existing machinery, tools and dyes from drawings made by New Zealand Railways draughtsmen.

Suitable land was found in the Hamilton Domain Reserve's East Belt near the southern end of Dey Street. The decision was made to erect separate self-contained buildings dispersed over a large area rather than having a single large structure. The rationale being that production would only be

partly affected *"in the event of one unit being put out of action"*.ⁱⁱⁱ To reduce sighting from the air, the buildings were designed to have flat roofs and camouflaging.^{iv}

Norton and Galloway plants

Twenty-four buildings were grouped along Dey Street on the northern and southern side of the intersection with Cambridge Road which links with Naylor Street. Hamilton builders erected the buildings and NZ manufacturers duplicated existing machinery, tools and dies from drawings made by New Zealand Railways draughtsmen.

The buildings were built on both sides of Cambridge Rd intersection with Dey St.

Staff, machinery and materials were transferred from the Auckland premises during June 1942. Newspapers reported that *"the first lots of ammunition were turned out of the new factory"* on 24 June 1942. This was considered remarkable with the decision to relocate only announced five months earlier.^v As many as 1200 people were employed in the plants at one time. Staff worked one of two eight hour shifts, six days a week. The rated capacity of the Hamilton factory was double that of the Auckland factory, which was exceeded within the first 12 months. Whereas the Auckland factory had produced 17 million rounds of ammunition in 1940, the Hamilton factory had produced 75 million rounds in its first year of operation.

Staff and materials for the new plants began to be shifted to Hamilton in April 1942. The transfer was completed by June of the same year with

little loss of production experienced at either end. Many women (and some men) worked in the factories making bullets. Remnants of one of the factories remain at Dey Street. Staff were accommodated in purpose-built accommodation on Peachgrove Road in the Artillery Flats, and buses were provided to get them to and from work.^{vi} A hall was built behind the flats as the social centre for the munitions workers.^{vii}

The factories had a workforce of around 1,200 at one time and it was estimated that 74 million rounds of ammunition were produced per year. With the Japanese surrendering, production slowed and eventually ceased and the machinery and equipment were returned to Auckland.^{viii} The Galloway factory building was demolished around this time. The Norton factory remained and was converted to offices for the Ministry of Works and remained as such for 41 years.



Loading rounds into ammunition clips at the Colonial Ammunition Company's factory, Hamilton, 1944.^{ix}

After the closure of the factories the CAC buildings on both campuses were used by others.

The Country Library Service and School Library Service (Hamilton) branch of the National Library of New Zealand had its beginnings on the Norton site in 1953. Norton & then Galloway site housed Country Library Service & School Library Service branch of National Library

The Public Works, which resided at the Public Works Building moved into the Norton Dey Street complex and expanded over the sites. On site were engineers, architects, landscape architects, planners, administration, surveyors, laboratory technicians and others. Multiple buildings were used by the various sections of the Ministry of Works regional office in Hamilton. The explosives store was also used. At least one building on the northern end of Dey Street was used by clubs - and in particular the NZRAF 7th Airforce Squadron for young men.

Government changes to the public service and almost every government department in the 1980s to look to privatise public assets including staff were well underway by late 1980s at the site with a change to Works Consultancy Limited. In the early 1990s the Dey Street site was partially closed, except the laboratories and staff moved to a multi-level central city office in Hamilton North.

Works Consultancy was sold to a private company in the 1990s, and here ended decades of public works in the Waikato region, starting with rolling redundancies and eventually then sale to Opus, a private international company.^x Today is known as WSP.

The Dey Street/former Norton CAC complex was demolished, and today is the site of residential housing, with no evidence of the factory site and its World War 2 buildings. The only buildings that have survived are the wooden building and the brick Store.

Associative value: The Historic Place has a direct association with or relationship to, an institution the NZ Defence Force, the Colonial Ammunition Company (private company), the Second World War and the activity of providing ammunition for the war, using compulsory employment of the region's citizens. It is, with the associated Magazine Store, of historical significance to Hamilton, the Waikato and New Zealand.

Historical pattern: The Historic Place is associated with broad patterns of local and national war history, and activities, and then as part of the Ministry of Works complex until the 1990s, and the 7th Squadron as a club.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The building is a single form with a low-pitched roof and narrow weatherboards, timber joinery, painted in a khaki green. The style is World War 2 1940s architecture like other Public Works designed buildings. It is now rare in Hamilton.

It is likely it was designed for the NZ Defence Force by the Public Works. It has a reasonably high degree of integrity externally and may be the building in the CAC factory image below.^{xi}

The building has a porch/canopy. It is currently boarded up as vacant.



Lunch break for a group of women workers from a World War 2 ammunition factory in Hamilton. Pascoe, John Dobree, 1908-1972 :Photographic albums, prints and negatives. Ref: 1/4-000870-F. Alexander Turnbull Library, Wellington, New Zealand. [/records/22816040](#)

CONTEXT

Setting, Group Value, Landmark Value, Context

The setting of the building and its associated Magazine Store has changed in relation to the Dey Street MOW complex, however on the eastern location, now a park, it is very similar to the latter half of the 20th century. The two buildings as rare survivors of the CAC period are a grouping. The building has some landmark value. The setting remains important.



Former CAC building is on the right of Wairere Drive (former Dey Street) near the intersection of Cambridge Road and Wairere Drive. The Store is hidden to the south of the trees.

ARCHAEOLOGICAL VALUES Unknown

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The building is along with the Magazine Store symbolic of the war effort in the region and the role of ammunition production for the war effort. Both are rare survivors.

It is known to former Ministry of Works employees.

The building has also been the home to the RNZAF 7th Squadron Air training Corp^{xii xiii}, who were directly associated with the war and for training young men.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	high	high	High/local/probable regional
Physical / Architectural Values	high	high	high	High /local
Context and setting	high	moderate	high	High/local
Cultural Values				

Summary of heritage values: The site relates to Domain Hamilton Domain NZGZ 1879 p 683 Recreation Reserve Hillcrest Stadium NZGZ

2003 p 3987 (SO 2217). Relates to H188 (CAC) Magazine store/Munitions Building. Last of the wooden buildings that were part of the CAC complex in Dey St (now Wairere Drive). The wooden building is of regional significance, erected as part of New Zealand's defence activities during WWII. Occupied by the Public Works/ Ministry of Works regional office for decades, it was the central regional office for many different work sections. The Rukuhia Soil Research Station laboratory staff after WWII also used the factory.

It is part of a group of only two former CAC buildings left of the B Norton factory site- the Magazine store is one of the two.

The wooden building is the last known building of its type left in Hamilton. It is a rare regional example of the WW 2 secret ammunition factories. And has an association with the Ministry of Works, Library Services and the 7th Squadron Cadets.

The former CAC building meets the criteria of a,b and c, with a Ranking of 'A' and is one of the last few buildings that were erected for war time manufacturing by the Colonial Ammunitions Company based in Hamilton during World War 2.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

Shirley Penfold, retired Draughts woman Ministry of Works (Hamilton)

Laura Kellaway , Ministry of Works/Works Consultancy

<https://digitalnz.org/stories/5cb97c8f8d2a4e6887c3cac4>

Carey, M. (1995). Working in the ammunition factory at Hamilton. *Historical Review*, 43, 2, 103-104.

Flickr: [Hamilton Country Library Service](#) staff reunion, 2007 includes historical photos of the buildings

Hamilton City Libraries Heritage Collections: [Hamilton's ammunition factories](#)

Harris, L.H. (1981). A little further, a little faster: a nostalgic look at the Colonial Ammunition Company, its history and cartridges. Wellington: New Zealand Cartridge Collectors' Club

Ihaka, J. (1990). An old factory gets the bullet. *Waikato Times*, 12 (19 May)

McEwan Ann (2014). [Memory boxes](#), *Waikato Times* (3 March)

[Pass the ammunition](#) (2008), *Waikato Times* (12 January)

^{xi} Shirley Penfold/L Kellaway 2023

^{xii} <https://www.cambridgeairforce.org.nz/ATC.htm>

Form prepared 2023

Surveyor/ Researcher L Williams, L.Kellaway/Assessor L Kellaway

Site visit: Exterior only

ⁱ Harris, Lynn H. p. 21

ⁱⁱ http://ketehamilton.peoplesnetworknz.info/hamilton_heritage/topics/show/810-hamiltons-ammunition-factories

ⁱⁱⁱ *Evening Post* 18 December 1943

^{iv} Hamilton East A DigitalNZ Story by Zokoroa

^v *Evening Post* 18 December 1943

^{vi} <http://hamiltonheritagecollections.co.nz/nodes/view/1289>

^{vii} *Hamilton 1950*, Hamilton City Libraries

^{viii} Lynn H Harris; Page 22-23

^{ix} <http://nzetc.victoria.ac.nz/tm/scholarly/WH2-2Hom-fig-WH2-2HomP014a.html>

^x L Kellaway former Ministry of Works employee

Building/ Site Name: Courthouse interior

Address: 116 Anglesea Street

(Interior image not possible due to status of building)

District Plan Reference/ category:

Legal Description: Pt Allotment 407 and Pt Allotment 407B Town of Hamilton West

Zoning:

Listed HNZPT: The Hamilton Courthouse is Listed with Heritage New Zealand Pouhere Taonga as Category 2 historic place List number 4207.ⁱ

Scheduled HCC: Scheduled H7 Exterior only, as 'A'

Date of Construction: 1930 Supreme Court (interiors) with remodelled courtroom Magistrates Court 1970s

Designer/ Builder: John T Mair Government Architect Public Works Department/J.B. Simpson of Auckland

Current use/Building type: vacant since 1994/ Courthouse with dual courtrooms

Visible materials: TBA

Proposed extent: Interior of both courtrooms including fittings and fixtures documented as original to each design (based on historic

drawings). Subject to viewing - Two court rooms including but not limited to: cabinetry, white plaster walls, ceilings and floor, joinery, fittings, and fixtures. Additionally use of plaster finishes, oak linings and joinery, and terrazzo within the building are of value.

A floor plan is not available.

HISTORY/ HISTORIC VALUES:

History/ Historic summary

The Hamilton Courthouse was designed by architect Mr J. T. Mair, A.R.1.B.A., who was the Government Architect. The contractor was Mr J. B. Simpson, of Auckland. However, it was completed by the Public Works Department, under the supervision of Mr G. J. Champness.ⁱⁱ



Hamilton Courthouse c 1950 HCL_10115

The lands on which Hamilton was built belonged to Ngati Wairere until 1864. The town's location was on the banks above the Waikato River and included the prominent hill on which the 1931 courthouse was built.

The regional courthouse was the fourth courthouse built in Hamilton. In 1906 a new courthouse was built further north on Victoria Street, facing Garden Place.

The Minister gave an interesting comparison of the court business at Hamilton then and now. In 1906, he said, there were 264 civil cases and 260 criminal cases, as against 2356 civil cases and 1398-criminal cases in 1930. In addition, there was no Supreme Court work in Hamilton in 1906. There had been a considerable increase in the volume of Supreme Court work, which meant attending court in Auckland. The old site in Victoria Street was considered very noisy by the 1920s as the town moved north. The Post and Telegraph Department wanted the central site and proposed an exchange with the Justice Department of the four-acre post office reserve in Knox Street for the courthouse site in Victoria Street.ⁱⁱⁱ (The 1906 courthouse was later cut in half and moved.)

Designed by Government Architect John T Mair, the Hamilton Courthouse was built in 1930-1931 and opened 21st February 1931. It had been long planned, but its timing meant it was built during the great world depression of the late 1920s and early 1930s.

In May 1929 the tender was called for the building^{iv}, which is the year of the Wall Street crash. It was erected to the south of the town on an elevated site west of the Anglican church St Peter's Cathedral. Prior to 1864 the site was part of the lands had belonged to Ngati Wairere. In the mid-1860s the hill was used for military purposes.

The building was designed by Mr. J. T. Mair, Government architect, and called 'the modern renaissance type'. It was finished in cream stucco, with a Coromandel granite base. Bricks and concrete were the principal materials to be used. The building design was one storey, and subdivided into a Supreme Court room, 55ft. by 30ft.; a Magistrate's Court room, 55ft. by 30ft.; a law library, 57ft. by 23ft.; and offices for the judge, magistrate, registrar, Crown solicitor, associate, clerks and bailiff. Rooms are provided for male and female witnesses and for the grand and common juries. A central heating system was to be installed. Entrance to the Courts and public office is provided by a hall 27ft. by 20ft.^v

The internal design was symmetrical with the two court rooms adjacent to each other and entered by the public through an entrance hall. Passages surround the two courts, and allow for public, judge, lawyer and prisoner passages to the courtrooms.

The building was described by one of the judges as the finest courts of justice in New Zealand. The cost, with furnishings, will be in the vicinity of £29,000.^{vi}

The building was the fourth courthouse erected in Hamilton. The building was the best-designed and most completely furnished courthouse in New Zealand. It was built almost entirely of British and New Zealand materials and was a credit to the architect.

It was described at the 1931 opening ceremony as "the finest courts of justice in New Zealand." The Minister of Justice the Honourable J.G. Cobbe stated that "Hamilton ... court business ranks as fourth in volume for the Dominion.... The volume of business conducted in the Supreme Court and the Hamilton Magistrate's Court followed closely behind that of the four main cities, and in some respects was ahead of Dunedin."^{vii}

A description of the interior was given as below-

The entrance is between Roman columns into a spacious hall, on the left of which is the public office, a roomy, splendidly lighted place...

To the left are rooms for witnesses of both sexes, and the retiring room for the grand jury. Facing the main door, across the hall, are the entrances to the two courtrooms, the Supreme on the right and the Magistrate's on the left. These are not so large as one might have expected, each measuring 55 feet by 30 feet. The courts themselves stand as an island within the building, being surrounded by passages. Along the left passage are rooms for the registrar, the judge's associate, and the judge, as well as a large jury room. Along the right passage are situated a room for the Crown solicitor, two interview rooms for the use of counsel and clients, a robing room and the law library. The latter is a well-lighted, pleasantly situated room well furnished with book-shelves. Along the rear passage are situated a storeroom, a room for the sheriff, and two cells for prisoners awaiting trial and sentence. These are palatial compared with the concrete freezing chamber that has served the purpose of a cell behind the present courthouse.

The whole building is steamheated, including the cells, and there is adequate lavatory accommodation to almost all the rooms. The interior of the whole building is finished in white piaster, with fibrous plaster roofs. The Supreme Court room is panelled in oak, and on the wall above the judge's seat is a canopy and carved insignia of the Realm, which give the dignity always associated with British justice. Separate entrances are provided for the judges and magistrates, staff and counsel. Artificial lighting has been designed on modern scientific principles to approach daylight conditions as nearly as is possible. ..."

In 1974 there was a major fire in one of the two courtrooms. The Ministry of Works architects in Hamilton designed the new interior for Magistrates court.

A High Court building was added to the site to the south end of the courthouse, with the old court the district court.

By the 1980s a new courthouse was required, and the new design completed by Geoff Mardon, Ministry of Works architect, Hamilton office. It was a substantial new building, but the idea was that the old courthouse would be retained, repaired, and used as part of the overall complex. For some time the rear parts of the old courthouse provided facilities.

By the early 1990s the building required urgent repairs.^{viii}

In 1996 Five Plus One Architects were asked to complete a Statement of Significance which included an Archival Inventory documentation of the interior. This was to assist with proposed repairs.

In 2009 the Waikato Times reported "The courthouse held its last trial in 1993 and then in September that year a new \$12 million courthouse building was opened. But in January 1994, the Waikato Times reported on a planned \$2.8 million project to complete the Hamilton court complex. The project included the upgrading and refurbishment of the old courthouse - described then as leaky and "structurally unsound". Ministry property, strategy and services director, David Stevenson, said "yes plans to restore the building back into a functioning courthouse have yet to be developed."^{ix}

It is now over 37 years since the building is known to have been used, although the rear area was used during the 1990s.

Associative value: The Historic Place (interiors) has a direct association with or the Justice Department and the activity of courtroom use that is of historical significance to Hamilton and the Waikato, as a set of regional courtrooms.

Historical pattern: The Historic Place (interiors) is associated with broad patterns of local, regional and potentially national history, of court use and the functionality of the interior design and change of courtrooms over time.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

TBA

1930s court room designed by John T Mair

1970s remodel of second courtroom by Ministry of Works architects

CONTEXT

Setting, Group Value, Landmark Value, Context

The two dual courtrooms have group value, originally designed as a symmetrical set of courtrooms, the modification of the 1970s gives a typical example of each period of courthouse design by the Publics Works/Ministry of Works architects.

The courthouse has high landmark value being situated on a hill overlooking a main road transport route and being visible for some distance in three directions. The courthouse is part of a group of court buildings.

ARCHAEOLOGICAL VALUES Not known but close to nearby pa site and Maori cultivations along river terraces.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The Hamilton Courthouse is held in high esteem despite its closure over thirty years ago. The high regard of Hamilton citizens is shown in the ongoing media articles, and the responses by government such as the article below from 2004 following articles:

<https://www.beehive.govt.nz/release/revival-hamiltons-art-deco-courthouse>

People of Hamilton are going to see their historical courthouse brought back to life says Courts Minister Rick Barker.

Planning will start next year to strengthen and refurbish the 1931 courthouse and link it to the new courthouse, to provide an extra two courtrooms and other facilities for the Hamilton.

"She'll be grand and beautiful again to retain the status she deserves in the community. Hamiltonians have had a courthouse on this site since the 1860's, it's great that the thread of history is being preserved here.

"The old courthouse built in 1931 has been vacant for over ten years (in 2004), and there has been a lot of local interest in its future. I'm pleased to announce that it will return to its former glory as a working courthouse.

"We are at the very early stages of the refurbishment project. Planning and consultation will start in 2005 and we hope to see work underway in 2006 and completed in 2007," said Rick Barker.

"When the courthouse was opened in February 1931, at a cost of 29,000 pounds, its arched windows and a Corinthian portico gave it the status of 'the most modern and equipped courthouse in New Zealand'. It suffered major fire damage in 1974 with the main Magistrates court being wrecked and the adjoining Supreme Court badly damaged. The building was refurbished following the fire."^x

The legal society and the staff and lawyers who have used the place have provided ongoing comments about the value of the place and on using the place when functioning. The legal profession assisted in originally furnishing their rooms.

The old courthouse is part of the identity of Hamilton and its civic centre. The building set on the hill is iconic. The continuity on the site is demonstrated by the three courthouses- the 1930 District Court, the High Court and the new Courthouse to the north. Each is interlinked in design and layout.

It has a symbolic value as the place where justice is served, although not all would agree. There is also negative sentiment associated with the place due to the land confiscation in 1864 and the activities that have taken place and affected people's lives.

The interior of the old courthouse, subject to viewing, has the potential to provide education interpretation of what it was like to be in a 1930s Supreme Court room, while the associated 1970s courtroom is an example of that time. As the interior has been unused for thirty-seven years the interiors will have been set in time, which is very unusual for a regional court.

Summary of assessed significance and management category (ODP)

Place: (based on 1996 viewing)				
Heritage Values	Geographic significance	Internal authenticity	Rarity	Assessed value
a) Historic Values	high	High (1930s)	High (1930s)	High (1930s)
b) Physical / Architectural Values	High (1930s)	High (1930s)	High (1930s) Moderate (1970s)	High (1930s)
c) Context and setting	High (1930s)			High (1930s)
f) Cultural Values	High (1930s)			High (1930s)

Summary of heritage values: The exterior of the Hamilton Courthouse is scheduled by Hamilton City Council as H7. The place was listed by Heritage New Zealand Pouhere Taonga in 1985 as a category 2 historic place which extends wider interpretation than the HCC scheduling of exterior.

There are two courtrooms, one the original 1930s Supreme Court interior and the other remodelled Magistrate's Court in the 1970s due to fire. As dual courtrooms each has heritage value. One is the only surviving Supreme Court room in original 1930s design and is a rare regional example of that period and scale. The other court is the Magistrates court which was damaged by fire and is an example of 1970s court design (based on 1990s viewing).

Based on 1990s viewing the interior of the two courtrooms meet the criteria of a, b and c criteria, with the Supreme Court and its 1930s interior potential of regional significance, and the Magistrate's Court of local significance. A ranking of A is supported but requires viewing and on-site assessment.

There are no planning framework for interiors and associate rules. It is recommended these are included in the proposed district plan as proposed by Ms Caddigan and Ms Galt in their Evidence for PC9 Historic Heritage.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (draft) for Hamilton City Council 2022

Five Plus One Architects Limited/ John Greenwood, Photographic inventory of old Hamilton Courthouse 1996 (Heritage New Zealand confidential file)

Site visit 1996 L Kellaway

Form prepared 2023

Surveyor/ Researcher Laura Kellaway; Assessor Laura Kellaway^{xi}

There have been no site visits.

ⁱ <https://www.heritage.org.nz/list-details/4207/Hamilton%20Courthouse>

ii ...

https://paperspast.natlib.govt.nz/newspapers/WT19310221.2.4?items_per_page=10&page=3&query=Hamilton+courthouse+architect&snippet=true

iii https://paperspast.natlib.govt.nz/newspapers/WT19310221.2.4?items_per_page=10&page=3&query=Hamilton+courthouse+architect&snippet=true

iv https://paperspast.natlib.govt.nz/newspapers/NZH19290509.2.118?items_per_page=10&query=Hamilton+courthouse+design&snippet=true#print

v https://paperspast.natlib.govt.nz/newspapers/NZH19290509.2.118?items_per_page=10&query=Hamilton+courthouse+design&snippet=true#print

vi

https://paperspast.natlib.govt.nz/newspapers/WT19310221.2.4?items_per_page=10&page=3&query=Hamilton+courthouse+architect&snippet=true#print

vii

https://paperspast.natlib.govt.nz/newspapers/WT19310221.2.4?items_per_page=10&page=3&query=Hamilton+courthouse+architect&snippet=true

viii L Kellaway

ix <https://www.stuff.co.nz/waikato-times/life-style/739191/Courthouse-left-to-languish>

x Revival for Hamilton's art-deco courthouse 11 June 2004 beehive.govt

xi There has been no viewing of the interior in many decades. A heritage inventory was undertaken by Five Plus One Limited in 1996 and the recorded images are on confidential file. The authors of the inventory work were Laura Kellaway and the late John Greenwood.

Building/ Site Name: Frankton Police Station (Former)**Address:** 110 Kent Street

Google Maps 2023

District Plan Reference/ category:**Legal Description:** Lot 1 DPS 59017**Zoning:****Listed HNZPT:** No**Date of Construction:** 1954**Designer/ Builder:** probably Ministry of Works/builder ?**Current use/Building type:** Commercial/government police station**Visible materials:** Huntly brick, flat roof (not visible)**Extent:** The extent of the police station (former) and police house (former) is Lot 1 DPS 59017.**HISTORY/ HISTORIC VALUES:****History/ Historic summary:**

In 1899 the Hamilton police force consisted of a police sergeant and one constable; this did not include Frankton as it was not then part of Hamilton. In 1906 Hamilton Borough Council decided to write to the authorities about the need for more police – there had been four policemen, but in 1906 there were only two, despite the population having trebled.ⁱ

In 1913 the Hamilton Police District was formed.ⁱⁱ It became the headquarters again for the Waikato District.

The centralisation of police services and associated closure of many small police stations that occurred throughout the country in the late 1960s and early 1970s had not been popular with the public.

The Frankton police formed a critical service in the Frankton and western areas around Hamilton. The concentrated industrial sites along with the Main Trunk Line railway station and the hotels of Frankton meant there are many stories associated with this place. In the 1950s there were five constables and one sergeant based at Frankton Police Station.

The Frankton Police Station and house

The Frankton Police Station was opened in Kent Street in 1909 with a cell block, a tin garage and a shed behind the pair of buildings. The building was destroyed in the 1948 tornado. It was replaced in 1954 with a brick

building on the same site, as was the police residence next door. The police station was closed in December 1970 after departmental re-organisation.ⁱⁱⁱ The property was sold by the Crown in 1991.^{iv} The Frankton lock-up was shifted to the Hamilton East Police Station site some time after January 1991.^v The lock up is probably the only surviving Hamilton City lock up.

The building is in private ownership and operates as a business for a number of years.

There is only one police building scheduled in the Operative District Plan, the Former Police House (H14, A ranking; HNZ List 4196 (II)); although the Frankton Police Lock up is located within the extent of the Hamilton East station.

Associative value: The Historic Place has a direct association with or relationship to an institution that is of historical significance to Hamilton.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, and the need for policing activities. As Frankton expanded, either when an independent borough or later when part of Hamilton Borough, and its population grew, support from the Police Department was required.

The original police station and house were destroyed by the 1948 tornado, and their replacements reflect the aftermath of re-building.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

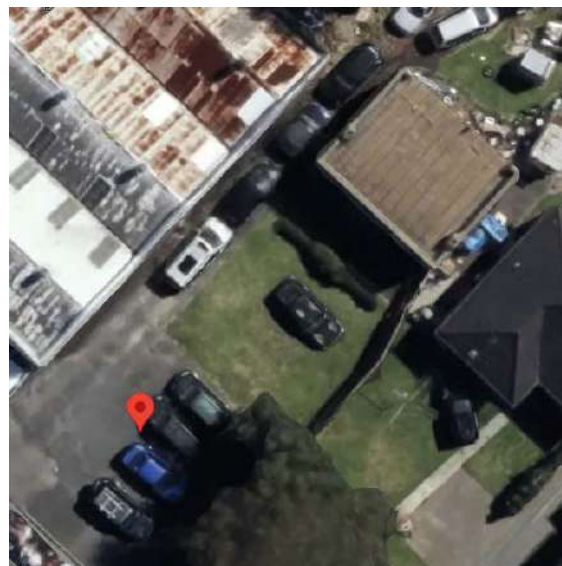
Moderne. Usually stations are designed by the Ministry of Works, who were based in Hamilton, however this hasn't been confirmed. It is a very unusual design for a 1950s government building with its double hung windows more typical of an early 20th century building. Its flat roof is

typical. Unlikely to be standard government design, may have been use of re-use of materials and referencing the original police station. High degree of integrity on the exterior.

CONTEXT

Setting, Group Value, Landmark Value, Context

Part of a group with the adjacent former police house, retains its original setting except for the removal of the original lockup. Located on the site of the original police station in 1909.



ARCHAEOLOGICAL VALUES

Not known

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The former police station and house forms a continuum of the Frankton police in this location. It has a strong identity as the police station despite closure in 1970. It would have been a very important local service, close to the railway station and commercial areas, both sides of Frankton including a number of pubs.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate	high	unknown	moderate/local
Physical / Architectural Values	moderate	high		moderate/local
Context and setting	moderate			moderate
Cultural Values	high			moderate-high/local

Summary of heritage values: Built 1954. Second police station on same site. Police station building shown on DP 15043. Land described as police station on LT 12229. SA 533/175 in 1957. Closed 1970. Sold by the Crown in the 1990s.

Recommend H14 Hamilton Police House be amended to 'Hamilton East Police station and house (former); and that a separate scheduling is completed for the former Frankton Police Lock up on the Hamilton East site.

The former Police Station and its associated police house meet the criteria of a) historic value, b) architectural, and c) context in regards a landmark. It is recommended as a 'B' ranking. It is of local significance.

Sources for information:

Lafferty, Barry *Frankton: From Farm to Inner City* 2014

Form prepared 2023

Surveyor/ Researcher

ⁱ *Waikato Times* 7 April 1906 p. 2

ⁱⁱ "Early Days of Hamilton", *Waikato Times* 21 April, 1983, p.11

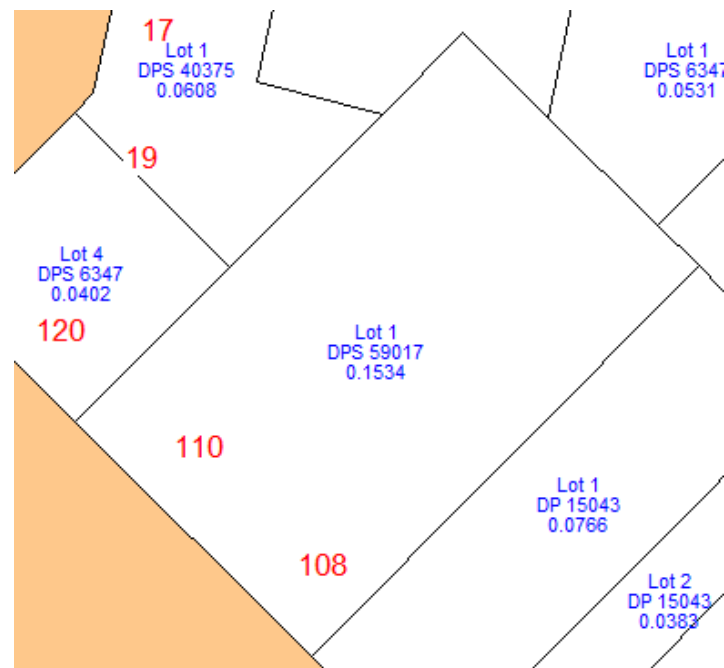
ⁱⁱⁱ *Waikato Times Supplement* 30 August 1982 p.27

^{iv} Lafferty p. 68; Deed 100; SA533/175

^v The lock-up is shown on DPS 59017 drawn 1991.

Building/ Site Name: Frankton Police House (Former)**Address:** 108 Kent Street

Google Maps 2023

District Plan Reference/ category:**Legal Description:** Lot 1 DPS 59017**Zoning:****Listed HNZPT:****Date of Construction:** c.1960s**Designer/ Builder:** State housing**Current use/Building type:** Dwelling/State house**Visible materials:** Brick; tile roof; timber joinery**Extent:** The extent of the police station (former) and police house (former) is Lot 1 DPS 59017.**HISTORY/ HISTORIC VALUES:****History/ Historic summary:**

In 1899 the Hamilton police force consisted of a police sergeant and one constable; this did not include Frankton as it was not then part of Hamilton. In 1906 council decided to write to the authorities about the

need for more police – there had been four policemen, but in 1906 there were only two, despite the population having trebled.ⁱ

The Frankton Police Station was opened in Kent Street in 1909 with a cell block, a tin garage and a shed behind the pair of buildings. The building was destroyed in the 1948 tornado. It was replaced in 1954 with a brick building on the same site, as was the police residence next door. The police station was closed in December 1970 after departmental re-organisation.ⁱⁱ The property was sold by the Crown in 1991.ⁱⁱⁱ The Frankton lock-up was shifted to the Hamilton East Police Station site some time after January 1991.^{iv}

In 1913 the Hamilton Police District was formed.^v It became the headquarters again for the Waikato District. A new Hamilton police station was completed in 1975 in Bridge Street, designed and built by the Ministry of Works. When it opened it was one of the most up-to-date police stations in the southern hemisphere with eight floors and could accommodate 300 staff, with cell space for 28 males and seven females.^{vi} The 1912 building, which had been shifted further up Bridge Street, was demolished.

The centralisation of police services and associated closure of many small police stations that occurred throughout the country in the late 1960s and early 1970s had not been popular with the public. Community constables (known as community liaison officers from 1973-1980) were established as an adjunct to police patrols in areas of need. In 2012 the property was used for police and community purposes housing the Hamilton New Zealand Police Youth Services, and youth mentoring organisation Big Brothers and Sisters.^{vii}

There is only one police building scheduled in the Operative District Plan, the Former Police House (H14, A ranking; HNZ List 4196 (II)); although the

Frankton Police Lock up is located within the extent of the Hamilton East station.

The police house appears to be a standard government State house, and c.1960s. The bricks are of different colour to the police station.

Associative value: The Historic Place has a direct association with or relationship to an institution that is of historical significance to Hamilton.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, and the need for policing activities. As Frankton expanded, either when an independent borough or later when part of Hamilton Borough, and its population grew, support from the Police Department was required. The original police station and house were destroyed by the 1948 tornado, and their replacements reflect the aftermath of re-building.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Traditional State house design with hipped roof

CONTEXT

Setting, Group Value, Landmark Value, Context

Part of a group with the adjacent former police house, retains its original setting except for the removal of the original lockup. Located on the site of the original police house in 1909, destroyed by tornado.

**ARCHAEOLOGICAL VALUES****CULTURAL VALUES**

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The former police station and house forms a continuum of the Frankton police in this location. It has a strong identity as the police station despite closure in 1970. It would have been a very important local service, close to the railway station and commercial areas, both sides of Frankton including a number of pubs.

A longterm policeman was Sergeant Bonnington, who was based at Frankton from 1944, well-known for his sometimes unorthodox methods of policing.^{viii}

Summary of assessed significance and management category – see WHG 031

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values				
Physical / Architectural Values				
Context and setting				
Cultural Values				

Summary of heritage values: Built 1954. Associated with police station on same site. Had a cell block, a tin garage and a shed behind the pair of buildings. Police station building shown on DP 15043. Land described as police station on LT 12229, SA 533/175 in 1957. Closed 1970. Sold by the Crown in the 1990s.

abc Ranking B

Sources for information:

Lafferty, Barry *Frankton: From Farm to Inner City* 2014

Form prepared 2023
Surveyor/ Researcher

ⁱ *Waikato Times* 7 April 1906 p. 2

ⁱⁱ *Waikato Times Supplement* 30 August 1982 p.27

ⁱⁱⁱ Lafferty p. 68; Deed 100; SA533/175

^{iv} The lock-up is shown on DPS 59017 drawn 1991.

^v "Early Days of Hamilton", *Waikato Times* 21 April, 1983, p.11

^{vi} "Early Days of Hamilton", *Waikato Times* 21 April, 1983 p.11.

^{vii} H14 Former Police House, Built Heritage Inventory Record Form, Hamilton City Council, 2012.

^{viii} Lafferty, Barry pp36-37

Building/ Site Name: Tidd Homestead (Former)**Address:** 1B,1C Marama Street**Visible materials:** Single-storey double bay villa with corner verandah; painted weatherboard; double-hung windows; corrugated iron roof; timber joinery**Extent:****HISTORY/ HISTORIC VALUES:****History/ Historic summary**

The property ownership was transferred from Thomas Jolly to Mary Wright, wife of Charles Wright farmer of Hamilton, between 1886 and 1888. It comprised 4acres 3roods 21perches and extended west from Seddon Road and north from the railway line.ⁱ It has not been established whether the Wrights lived on the property. Mary Wright transferred ownership to James Edwin Tidd of Hamilton, grocer, in April 1910; however a survey plan dated December 1909 shows Tidd was the owner by then.ⁱⁱ The survey was to subdivide the property into small lots and define Marama Street; on the largest lot, Lot 41, a house, orchard and garden are shown, the house having the same footprint as the extant villa. The property was part of Waipa County, then Frankton Borough and brought within Hamilton Borough following the merger of the two boroughs.

google.co.nz/maps 2023

District Plan Reference/ category:**Legal Description:** Lot 2 DPS 21632 and Flat A, B, C DPS 59829**Zoning:****Listed HNZPT:** no**Date of Construction:** Pre-December 1908**Designer/ Builder:** Not known**Current use/Building type:** Dwelling



Looking at Hamilton West from Frankton hill in 1924, with homestead on extreme bottom right. HCL_02579.2



JE Tidd in 1917. HCL_07545

James Tidd is remembered for his long association with the Methodist Church in Hamilton – he was one of the staunch Methodists who pushed

for the 1914 extensions to St Paul's Church in London Street. The church was constructed in 1906 by the Primitive Methodist Church, but at that time Tidd was a member of the Wesleyan Methodist Church based in Collingwood St. The two Methodist churches amalgamated in 1913 and once St Paul's was enlarged, the congregation shifted to the London St site. Tidd served on Hamilton Borough Council for 26 years (intermittently) from 1907 until his death. He was also on several committees and a president of the Waikato Winter Show Association. He became a founding director of Waikato Finance Ltd in 1929 and later the Hamilton Permanent Building Society. He was chairman of directors of Hamilton Hardware Ltd.ⁱⁱⁱ Tidd owned a grocery and hardware business in Victoria Street with fellow-Methodist J.B. Stanton from 1906.

Associative value: The Historic Place has a direct association with or relationship to, James Tidd, who was prominent in Hamilton civic and business affairs, and who is of historical significance to Hamilton.

The house is associated with James Tidd who was a successful Hamilton businessman, a prominent member of the Wesleyan and Methodist churches and a borough councillor for 26 years. His name is perpetuated in Tidd Street.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns of Hamilton, and is associated with the hill where a group of prominent Waikato businessman located their homes.

The house represents the development of Frankton and Hamilton. It sits on the hill overlooking both towns and would have had a strong visual presence/part of the visual landscape. It was one of several grand villas on the Frankton hill, and is now the last of the grand homesteads on the wider block.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The corner bay villa, with two bay gables, is a typical large family villa of the early 1900-1910s period. Constructed of timber, with weatherboards and iron roof. The designer and builder are unknown however are likely to be one of a small group of construction professionals based in Hamilton.

While the site has been subdivided and its gardens lost one phoenix palm remains a marker outside the flats to the northern side. The grand driveway off Marama Street is still in place, and along with the palm (on Lot 1) form part of the historic place.

CONTEXT

Setting, Group Value, Landmark Value, Context

The villa had landmark quality however has been impacted on by developments on all sides. It is however part of a significant collection of early 20th century houses associated with the Frankton hill and Marama Street, with the Tidd and Maunder families.

Associated places:

Seven sisters Marama Street

4 Tainui Street WHG053

3 Seddon Road WHG0 52

9 Marama Rev. Blamires House WHG056

**ARCHAEOLOGICAL VALUES****CULTURAL VALUES**

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate local			moderate - local
Physical / Architectural Values	moderate-local	moderate		moderate - local
Context and setting	low	low		low
Cultural Values				

Form prepared 2023

Surveyor/ Researcher : Lyn Williams

Assessed by: L Kellaway

Not viewed.

ⁱ DP 818, SA57/168ⁱⁱ SA57/168; DP 6603ⁱⁱⁱ *Waikato Times* 29 January 2016 p.8

Summary of heritage values: This house is significant as owner James Tidd was a prominent Frankton and Hamilton businessman and churchman, a borough councillor for over 26 years; a founding director of financial institutions. The house reflects his status and was one of several grand villas built in Hamilton around the turn of the 20th century.

It is recommended that the place is ranked B in the District Plan with a and b criteria.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Graham, Virginia *Methodist History*

Building/ Site Name: House, 24 Marama Street

Address: 24 Marama Street



L. Kellaway 2023

District Plan Reference/ category:

Legal Description: Pt Lot 23 DP 5042

Zoning:

Listed HNZPT: No

Date of Construction: 1910-1911

Designer/ Builder: Builder: WA Hogg

Current use/Building type: Dwelling/ Transitional villa

Visible materials: Timber, weatherboard, corrugated steel roof, bow window, timber joinery, casement windows

Extent: Pt Lot 23 DP 5042

HISTORY/ HISTORIC VALUES:

History/ Historic summary

The house is one of a pair owned and built by WA Hogg in c.1910-11, some of the earliest houses in Marama Street after the land was subdivided by the Jolly family.

Hogg was a builder and joiner, who worked at one stage for Ellis & Burnand. He was a champion wrestler.ⁱ

One of a pair of houses of similar design c.1910s, one on each corner of Moana St. One was advertised for sale in 1914. In 1909 Dr AS Brewis subdivided a large block of land that he had purchased from the Jolly family who had owned all the land from the lake north to the Waitawhiriwhiri Stream. The houses were owned and built by Walter Hogg c1911; ownership transferred to Norman Finlay 1918, then to engineer Charles Finlay 1920; also in 1920 to William Reach, railway employee; in 1921 to the Central Waikato Electric Power Board who retained ownership until 1950; ownership in 1950 to Guy Russell, Power Board secretary.

Associated therefore with two major employers, NZR and CWPB.



This photograph taken in 1913 shows the pair of house either side of Moana Street. Marama Street runs from left to right across the lower photograph. HCL_00479c

Associative value: The Historic Place has a direct association with or relationship to a person, Walter Hogg, and activity who is of historical significance to Hamilton.

The house was built by Walter Hogg seemingly as an investment; Hogg was a champion wrestler and well-known in his day. He worked for Ellis & Burnand, a major employer. For at least 30 years the successive owners were associated with two major employers, NZR and CWPB.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, social or economic trends and activities.

The house was one of the new-builds in a subdivision of land belonging to members of the Jolly family, the founders of Frankton as a residential area.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Transitional villa, with some alterations

Builder Walter Hogg

CONTEXT

Setting, Group Value, Landmark Value, Context

The house retains its original setting and context in a residential street. It is one of a pair of houses on opposite corners of a side street, and as such the pair have landmark value.

ARCHAEOLOGICAL VALUES

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate - local	moderate		moderate
Physical / Architectural Values	moderate	moderate		moderate
Context and setting	high	moderate - local		moderate - local
Cultural Values				

Form prepared 2023

Surveyor/ Researcher: Lyn Williams

Assessed by: Laura Kellaway

No site visit, viewed from the road only.

ⁱ Williams, Lyn Walter Hogg, The Dead Tell Tales, *Waikato Times* 1 October 2022

Summary of heritage values: One of a pair of houses of similar design c.1910s, one on each corner of Moana St. One advertised for sale in 1914. Subdivision of large block by Dr AS Brewis 1909. Transitional villa, owned and built by Walter Hogg c1911; ownership transferred to Norman Finlay 1918, then to engineer Charles Finlay 1920; also in 1920 to William Reach, railway employee; in 1921 to the Central Waikato Electric Power Board who retained ownership until 1950; ownership in 1950 to Guy Russell, Power Board secretary. Associated therefore with two major employers, NZR and CWPB. Hogg was a builder and joiner, worked at one stage for Ellis & Burnand and was a champion wrestler.

It is recommended that the house is ranked as B in the District Plan under a, b, and c criteria as locally significant.

Sources for information:

Building/ Site Name: House 26 Marama Street

Address: 26 Marama Street



L. Kellaway 2023

District Plan Reference/ category:

Legal Description: Lot 20 DP 5042

Zoning:

Listed HNZPT: No

Date of Construction: 1910-11

Designer/ Builder: Builder WA Hogg

Current use/Building type: Dwelling/Transitional villa

Visible materials: Timber, weatherboard, corrugated steel roof, bow window, timber joinery, casement windows; coloured glass in toplights; original brick chimney' fretwork and verandah posts

Extent: Lot 20 DP 5042

HISTORY/ HISTORIC VALUES:

History/ Historic summary

The house is one of a pair owned and built by Walter A Hogg in c.1910-11, some of the earliest houses in Marama Street after the land was subdivided by the Jolly family. Ownership transferred to Norman Finlay in 1918 and then to Fred Hawke in 1919 and remained with Hawke family until 1978.

Hogg was a builder and joiner, who worked at one stage for Ellis & Burnand. He was a champion wrestler.ⁱ

It is one of a pair of houses of similar design c.1910s, one on each corner of Moana St.



This photograph taken in 1913 shows the pair of house either side of Moana Street. Marama Street runs from left to right across the lower photograph.

HCL_00479c

Associative value: The Historic Place has a direct association with or relationship to, a person and activity that is of historical significance to Hamilton.

The house was built by local builder Walter Hogg seemingly as an investment; Hogg was a champion wrestler and well-known in his day. He worked for Ellis & Burnand, a major employer.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, social or economic trends and activities.

The house was one of the new-builds in a subdivision of land belonging to members of the Jolly family, the founders of Frankton as a residential area.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Transitional villa

Builder Walter Hogg of Frankton.

CONTEXT

Setting, Group Value, Landmark Value, Context

The house retains its original setting and context in a residential street. It is one of a pair of houses on opposite corners of a side street, and as such the pair have landmark value.

ARCHAEOLOGICAL VALUES

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Summary of assessed significance and management category

No site visit, viewed from the road only.

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate	moderate		moderate
Physical / Architectural Values	moderate	high		moderate
Context and setting	high	moderate - local		moderate - local
Cultural Values				

Summary of heritage values: One of a pair of houses of similar design c.1910s, one on each corner of Moana St. Transitional villa, owned and built by Walter Hogg. Ownership transferred to Norman Finlay 1918 and then to Fred Hawke 1919 and remained with Hawke family until 1978. Hogg was a builder and joiner, worked at one stage for Ellis & Burnand and was a champion wrestler.

It is recommended that the house is ranked as B in the District Plan under a, b, and c criteria as locally significant.

Sources for information:

Form prepared 2023
Surveyor/ Researcher: Lyn Williams

Assessed by: Laura Kellaway

ⁱ Williams, Lyn Walter Hogg, The Dead Tell Tales, *Waikato Times* 1 October 2022

Building/ Site Name: Tudhope House (Former), 1 Rostrevor Street

Address: 1 Rostrevor Street



District Plan Reference/ category:

Legal Description: Pt Allotment 28, Town of Hamilton West (SO 23600)

Zoning:

Listed HNZPT: No

Date of Construction: 1916ⁱ

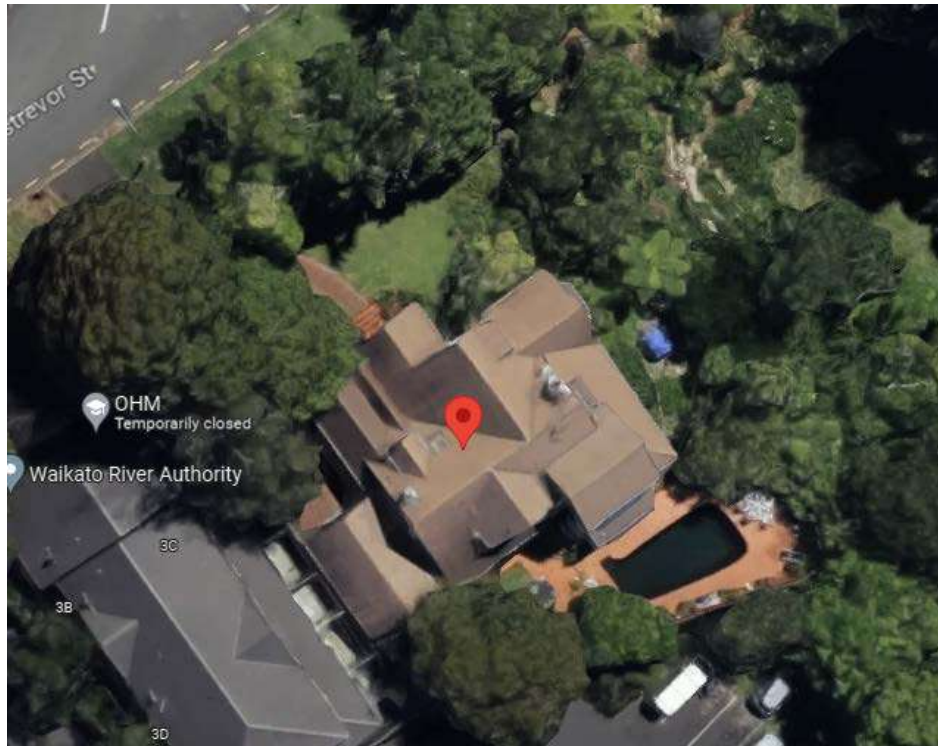
Designer/ Builder: Not known. Possibly FE Smith, FC Daniell or Jack Chitty.

Current use/Building type: Dwelling

Visible materials: Stucco roughcast, tiled roof; brick chimneys

Substantial two-storey transitional Arts and Crafts. The house faces the river rather than the street.

Extent: Pt Allotment 28, Town of Hamilton West (SO 23600)

**HISTORY/ HISTORIC VALUES:****History/ Historic summary**

The property was owned by William Tudhope, solicitor of Hamilton. The property was surveyed in 1864 as Allotment 28, measuring 1 acre 1 rood 36 perches, and was set aside as a reserve. In 1924 Tudhope applied to have the land made freehold.ⁱⁱ

Tudhope came to Hamilton in 1911 and was soon immersed in theatrical and sporting activities.ⁱⁱⁱ He married Sybil Hamilton in December 1916.

Tudhope applied for a building permit on 11 July 1916, for a dwelling and drainage, and in 1918 and 1923 for a garage. In 1932 he applied for a permit through builder CS Pratt for alterations.

The extensive gardens were well-known. Sybil and her son frequently won prizes at horticultural and flower competitions.

William Tudhope owned other property in Hamilton as well, including shops in Victoria Street.

The Tudhopes were to have two children, a son and a daughter, who grew up at the property. William and Sybil lived in the house until their deaths in 1978 and 1983 respectively.



The house and some of the expansive gardens, 1950s-60s. MSC 191 Hamilton Libraries.



The house and garden c1950s-60s. MSC 191 Hamilton Libraries

Associative value: The Historic Place has a direct association with or relationship to a person who is of historical significance to Hamilton. William Tudhope was a well-known and respected solicitor in Hamilton for over 60 years.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, social or economic trends and activities. The place was owned by William Tudhope, a Hamilton solicitor who with his wife Sybil were involved in Hamilton's social and cultural scenes.

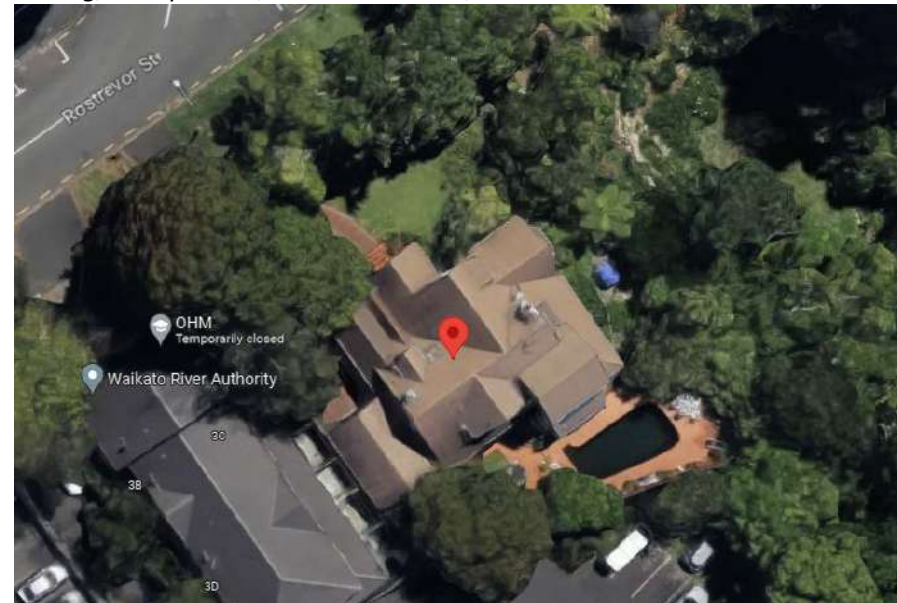
PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Substantial transitional two-storey Arts and Crafts, architecturally designed, probably FC Daniell or Jack Chitty.

CONTEXT

Setting, Group Value, Landmark Value, Context



The house sits within large landscaped gardens on sloping ground down to the river with large mature trees. It is screened from the road by the trees and shrubs and no longer has landmark qualities.

ARCHAEOLOGICAL VALUES Not known but is within the rohe of Kirikiriroa Pa.

CULTURAL VALUES

*Sentiment, Identity, Continuity, Symbolic or Commemorative value,
Education and Information*

Assessed Laura Kellaway

Only viewed from the street.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	moderate	moderate	moderate-high
Physical / Architectural Values	moderate	moderate	moderate	moderate
Context and setting	moderate	moderate		moderate
Cultural Values				

ⁱ HCC Building Permits register transcription

ⁱⁱ *Waikato Times* 23 May 1924

ⁱⁱⁱ Various newspaper items in the *Waikato Times* and *Waikato Argus*

Summary of heritage values: Built for William Tudhope, solicitor, in 1916.

The house was especially set in a extensive landscaped garden that addressed the views of the river. The Tudhopes established what is now a mature important garden.

It is recommended that it be considered for B ranking with a b and c criteria with the remnant an important component.

Sources for information:

Form prepared 2023

Surveyor/ Researcher Lyn Williams

Building/ Site Name: Chesterman Group Offices (former)

Address: 21 Rostrevor Street



Chesterman Building (advertising agency) Hamilton. NZIA Branch Award 1993

District Plan Reference/ category:

Legal Description: Lot 4 DP 25420

Zoning:

Listed HNZPT: No

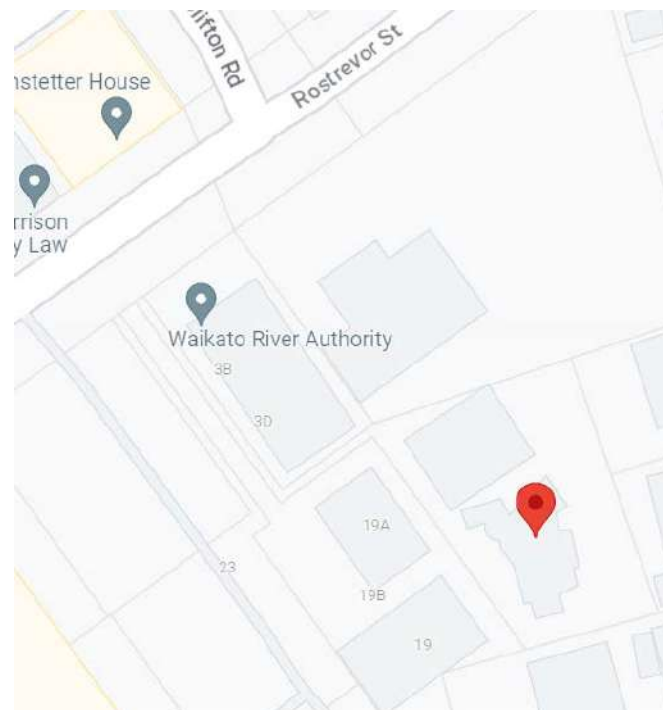
Date of Construction: 1992

Designer/ Builder: architect Roger Walker/ TBA

Current use/Building type: Offices

Visible materials: corrugated steel, timber, aluminium joinery

Proposed extent: Lot 4 DP 25420 and the building



HISTORY/ HISTORIC VALUES:

History/ Historic summary

The first known use of the land in the 20th century is the survey plan DP 25420 surveyed in 1934 for the Estate of Rhoda Messana shows a

wooden dwelling and a shed on the site, as well as another wooden dwelling on another lot, also part of her land, fronting onto Rostrevor Street. Mrs Messana was living in one of the houses in 1930.ⁱⁱ

Gordon Chesterman commissioned Roger Walker to design a building for his Chesterman Group, located on a tight section. As a proponent of quality design, the selection of Roger Walker as architect continued Gordon's passion to reduce the number of 'ugly buildings' being built in Hamilton in the late twentieth century.

The design of the new office complemented his new advertising, public relations, direct marketing, design and research company, begun in 1986.

The place received a New Zealand Institute of Architecture Award in 1993.

Gordon Chesterman

Gordon Chesterman is a "son" of Hamilton, born in 1943. He was educated at Whitiora Primary, Maeroa Intermediate and Hamilton Boys High School.

He began his media career as a cadet reporter in 1960 at the Waikato Times, later working on major newspapers in Sydney, Australia. His career includes time in the Pacific Islands where he helped launch a successful national daily newspaper in Fiji with celebrated American television actor, the late Raymond "Ironside" Burr.

A former associate editor of the Sunday News, and managing editor of a national radio news service, Gordon has also been a former associate news editor of the Waikato Times, editor of Hamilton Press and the award-winning Cambridge Independent.

In 1978 he established a public relations and media consultancy which he sold in 1982 to move with his family to the United States where he became president of the Woolrest Corporation in both America and Canada.

Returning to Hamilton in 1986, he launched a new advertising, public relations, direct marketing, design, and research company.

He sold this consultancy 10 years later to begin a new phase of his career as a company director and trustee.

The winner of many international and national awards for journalism, public relations, and marketing, he is a former national president of the Public Relations Institute of New Zealand and is one of eight Life Members.ⁱⁱⁱ

Gordon was a Hamilton City Council and deputy mayor of Hamilton City Council, including chair of the HCC Heritage Panel. He has been very active in civic affairs outside of council, and at Wintec, and led a campaign to stop the building of ugly buildings in Hamilton and to promote good design. He is a prominent Hamilton citizen.

The building

Set within a very constrained rear site in the commercial area of Hamilton North, the building is nestled in among a mix of small offices, and houses. The tightness of the site would have been a design element but also is part of Walker's ability to contextually design on difficult sites and provide a design that is able to be viewed as a well-conceived design.

The design includes Walker's signature 'noddy forms' of the early 1970s and is a playful use of forms and shapes, yet it still reads as an office.

The building is approximately 240 square metres.^{iv}

In 2011 a consent for cladding was obtained.^v

The building was sold in 2013. The current owner is the Waikato River Authority.

Roger Walker

Roger Neville Walker was born in Hamilton in 1942, and is a New Zealand architect based in Wellington. After graduating in architecture from the University of Auckland in the 1960s, he worked for the Wellington architecture firm Calder, Fowler & Styles. Walker established his own practice in the early 1970s in Wellington and continues to run his practice as Walker Architecture & Design in Wellington.

Like his compatriot Ian Athfield, Walker is notable for his unconventional design approach, which came out of a reaction against the then-dominant modernist architecture in the 1960s and 1970s.

Walker appeared in the 2021 TV series *Designing Dreams*, hosted by Matthew Ridge, in which he visited his favourite houses.

In the 1998 Queen's Birthday Honours, Walker was appointed an Officer of the New Zealand Order of Merit, for services to architecture. He was awarded the New Zealand Institute of Architects' highest honour, the Gold Medal, in 2016.^{vi}

Roger Walker is one of two early Post-Modern architects whose work has inspired other architects since the 1970s. With distinctive style Walker's work is recognisable throughout New Zealand and includes a Neo-colonial house style he developed from New Zealand vernacular architecture. He is also famous for his "noddie houses" uses bold childlike block forms and colour, in an inventive way.

Although born in Hamilton he is recognised as a Wellington architect. Examples of his work have been considered for historic heritage since the late 1980s in Hamilton including the Harris house by the lake and the two flats in St Andrews.

Post-Modern architecture was an international style that followed, and reacted to, the Modernist ideals of form follows function. Begun in the 1960s it was the significant new style of the 1980s and 1990s in New Zealand architecture. Walker's work predates this by a number of years. Post-Modernism can include regional influences, in which Walker's neo colonial houses are an example, equally the use of bold simple forms in a playful, sometimes 'odd', manner is another. Mismatching and throwing new shapes is an example of the Chesterman Building.

His buildings include many scheduled and listed historic places:

- Whakatane Airport 1973
- Wellington Club 1969 (demolished)
- Centrepont Arcade Masterton 1972 (demolished)
- **Harris House Hamilton (proposed HHI PC9)**
- Park Mews Hataitai, Wellington 1974
- Rainbow Springs Rotorua 1976
- Sirocco Apartments, Wellington 1999
- **Flats, St Andrews Hamilton (proposed HHI PC9)**

Roger Walker was made an Associate of the New Zealand Institute of Architects in 1973 and a Fellow in 1987. He received an ONZM for services to architecture in the 1999 Queens Birthday Honours.^{vii}

He 'is one of the few architects who has created a new style which has affected the establishment and evolution of a New Zealand

architectural identity. Walker was born when modern movement architecture started to appear in New Zealand, he studied architecture when modern architecture reached maturity and the theories of post-modern architecture were being formulated, and he began to practice as post-modernism began its initial development. During his growing practice Roger Walker has significantly developed his personal architectural style and has contributed to an emerging concept of regional architecture and strengthened the notion of New Zealand architectural identity.^{viii}

Associative value: The Historic Place has a direct association with or relationship to Gordon Chesterman, and to Roger Walker. It is associated as part of a grouping of Roger Walker's architecture which is well recognised in New Zealand by architects. It is of significance to Hamilton, and to New Zealand in regards architecture.

Historical pattern: The Historic Place is associated with broad patterns of local, regional or national history, including development of New Zealand architecture and in particular New Zealand's Post-Modern architecture. As an office building it is part of a continuum of architecturally designed buildings in the city.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The building is designed in a variety of forms and shapes, an exemplar of New Zealand Post-Modern design, which was an international style, and as an exemplar of the work of Roger Walker who designed buildings from the earliest period of the style in the 1970s. It is a rare type in Hamilton in the 1990s.

The architect Roger Walker is recognised nationally as one of New Zealand's significant architects, is a Gold Medallist and received an ONZM for services to architecture.

When last viewed in the 1990s the building had a high degree of integrity.

With the design the exterior and interior and its fittings is integral to the values of the architectural design and the place.

CONTEXT

Setting, Group Value, Landmark Value, Context

The site is constrained by its location on a rear site in the urban area of Hamilton North, which is a historic mix of commercial and residential use. It has been designed in this context and has not changed.

It has group value as one of several important examples of Roger Walker's architectural works in Hamilton, with the Harris House and Roger Walker Townhouses at 120 Sandwich Road, St Andrews (proposed PC9) just two examples of his work as having heritage value.

The building is also close to the art deco Te Awa Flats at 12 Little London Lane, which provides a continuum of a decorative stylised architecture in Hamilton. While designed decades apart the use of stylised form is architecturally evident.^{ix}



Building is shown with red marker and its car park to the north.^x

ARCHAEOLOGICAL VALUES

The area is close to the Waikato River and known paa. In constructing the building, it is unknown if archaeology was considered.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The building is recognised by Waikato architects, however is generally not known by the public. It is identified in "A Guide to Waikato Architecture". It is also identified in the list of Walker's important works, which is in the public domain.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values		high	moderate	moderate/local
Physical / Architectural Values	high	high	High in Hamilton	high/local-regional
Context and setting				
Cultural Values	Low but high in architectural			

Summary of heritage values:

A well-known example of a Post-Modern office building designed by Wellington architect Roger Walker. It received a New Zealand Institute of Architect award in 1993. It is a playful architectural statement and represents Gordon Chesterman's ongoing championing of good design rather than the 'ugly buildings'^{xi}. It is of high local significance, and may have regional significance.

The Chesterman Group Offices (former) meet a 'B' ranking under criteria architectural value (b) and has historical value (a) as an important example of Post-Modern architecture in Hamilton and as part of Roger Walkers collection of architectural works as significant New Zealand architect. It is also one of an important group of Walker buildings that span from his early career through several decades, of which at least one

(townhouses) are recommended for scheduling in the Operative District Plan.

Due to the valuing of the work of Roger Walker in New Zealand architecture and the increase in understanding of the role of his works this building could be considered for A ranking. It is an exemplar type of a Walker small office building of the 1990s period in New Zealand.^{xii}

Sources for information:

Melling, Gerald Positively architecture! New Zealand's Roger Walker, Dunedin, N.Z. : Square One Press, 1985.

NZIA, Walsh, John, Roger Walker Gold Medal Book, 2016

Nzia_gold-medal_walker_fa_fullpluscover pdf, 2016, NZIA web site

Form prepared 2023

Surveyor/ Researcher: L Williams/ **Assessor** L Kellaway

Viewed from public domain^{xiii}, and previous visit in 1990s.

^{ix} L Kellaway 2023

^x Google

^{xi} G Chesterman

^{xii} L Kellaway 2023

^{xiii} The building is not easily viewed, viewing is limited. It is hidden behind several buildings.

ⁱ Image from <https://www.rogerwalker.co.nz/about-us/roger-walker/>

ⁱⁱ Auckland Provincial Directory 1930

ⁱⁱⁱ https://www.thebestlittlebookstore.nz/cmspage.php?page_id=18

^{iv} <https://www.oneroof.co.nz/estimate/21-rostrevor-street-hamilton-central-hamilton-232269>

^v 11/025642

^{vi} [https://en.wikipedia.org/wiki/Roger_Walker_\(architect\)](https://en.wikipedia.org/wiki/Roger_Walker_(architect))

^{vii} <https://www.rogerwalker.co.nz/about-us/roger-walker/>

^{viii} <https://www.amazon.com.au/Roger-Walker-Biography-Architect-1967-1997-ebook/dp/>

Building/ Site Name: House, 87 Tristram Street

Address: 87 Tristram Street



The house is visible down a driveway from Tristram Street. Google Maps 2023



District Plan Reference/ category:

Legal Description: Lot 1 DPS 75754

Zoning: Commercial

Listed HNZPT: No

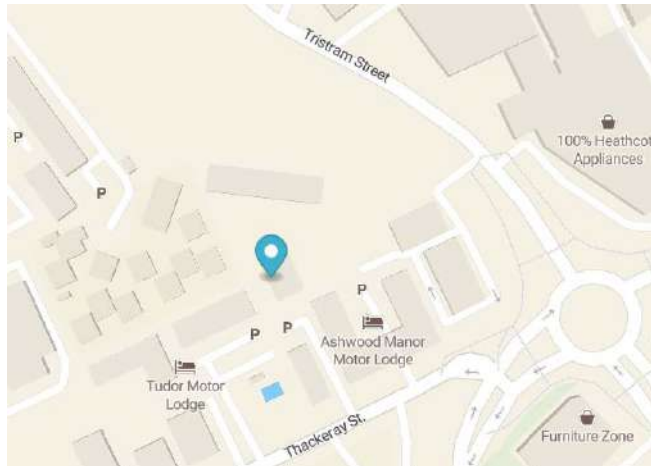
Date of Construction: c.1910s

Designer/ Builder: Architect possibly FC Daniell or Jack Chitty

Current use/Building type: Offices/Dwelling

Visible materials: single storey bungalow, painted narrow weatherboards, timber joinery, decorative eave details, leadlight windows, box windows, corrugated steel roof, decorative vent in gable, open lined porch, chimney, established garden with driveway from Thackery Street.

Location:



Proposed Extent: Lot 1 DPS 75754 and building



HISTORY/ HISTORIC VALUES:

History/ Historic summary

The house was constructed during a period when this area of central Hamilton was residential, with many of the houses being substantial. The house is the sole survivor of a group of bungalows in the central city. The property belonged to Charles John Wright Barton (1852-1935), a long-standing mayor, councillor and town clerk, and the structure reflects his status.

The property was surveyed as a one-acre section Allotment 305, in 1864. Barton acquired the allotment in 1896 and subsequently subdivided it. In 1923 there were two approximately quarter-acre sections fronting onto Thackeray Street, with an access-way to the half-acre at the rear, on which the house stood. Barton is listed as living in this block of Thackeray Street at least from 1916 to 1933.ⁱ

Anglesea (formerly named Milton Street) and Thackeray Streets remained primarily residential until the 1940s or later.

When Charles Barton first took office as mayor of Hamilton Borough Council, he was just 35 years old, one of the youngest ever to hold this position. By then he had had a varied life and career, from his arrival in New Zealand as a baby with his widowed mother Charlotte and being brought up in the household of Charlotte's brother Rev. John Kinder, artist and headmaster. Barton was appointed ensign in the Auckland Militia in 1869. He was granted land at Te Kowhai, next to that of his stepfather Major Thomas Wilson, and farmed there for several years. Further acquisition of land was not a financial success, and after selling most of it he purchased the Waikato Brewery in Hamilton East, then became proprietor of the Commercial Hotel.ⁱⁱ

Barton's career in local body politics began in 1879, around the time of his marriage to Marion Edgecumbe, daughter of Ngaruawahia brewer

Henry Edgecumbe, with service on the Ngaruawahia Town Board. Once settled in Hamilton, he was elected to the Borough Council and in 1887 became mayor by default – the other candidate had to withdraw. He too withdrew after a year, as bankruptcy hit. Paid employment followed, as town clerk – the equivalent of today’s chief executive, but without the staff. The office, which he held for 13 years from 1889, involved being the “general factotum”: treasurer, rates collector, dog registrar, returning officer and inspector of nuisances, plus being on the hospital board, the library committee, and the domain board. He is credited with saying: “It was easier to count the jobs I hadn’t got than those I had”.ⁱⁱⁱ

Barton was elected mayor again in 1902, but resigned after a few months, again because of business difficulties. He was a councillor off and on for 20 years until 1933 – a “fearless critic who never hesitated to speak his mind”, he was known as “the watch-dog of the Council, so zealous and conscientious was he on matters of principle”.^{iv}

In 1886 he and seven others established the South Auckland Racing Club and established a racecourse at Claudelands. In 1883 Barton helped form the North Farmers’ Co-operative Association. He established stock saleyards at the rear of the Commercial, and later at the Ward St- Victoria St intersection and planned grand developments during his brief stint as mayor. His biographer, E.R. (Ted) Doolin, stated he was known for his wit, debating skills and political astuteness.^v

The house has been used as offices for some time. In 2022 the house was being used as offices for legal businesses.

Associative value: The Historic Place has a direct association with CJW Barton who is of historical significance to Hamilton. Barton was a long-

standing mayor, councillor and town clerk who served Hamilton in these roles for over 46 years until 1933. He was an enthusiastic supporter of Hamilton’s development.

Barton Street is named after him.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, social or economic trends and activities. The house stands as a reminder that this area of Hamilton was once residential only. When built, it was one of only a few houses in the block, prior to subsequent subdivision and building intensification.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The house is a typical bungalow of the 1910 to 1920s period, with distinctive detailing and the use of box windows and an open ‘sleeping’ porch. From the main form of the building there is a gable facing the front/the street, and another gable comes off the rear side. It has lead light windows.



Building form in 2023

In the first part of the 20th century the area was residential, however today housing is rare, and is a rare surviving example which faces Tristram Street.

It appears to be architect designed and has similar characteristics to the architectural work of Daniell and Chitty, however at this time other architects were also working in Hamilton.^{vi}

The house and its original site setting appears reasonably intact and has a good level of integrity.

CONTEXT

Setting, Group Value, Landmark Value, Context

The setting within the site is important as it still retains its garden although this is now surrounded by commercial developments. However in the wider setting the house has been enveloped by major construction, initially with the Court Flats (proposed for scheduling by HCC) at 89 Tristram Street, and more recently in the last twenty years.



The house is now surrounded by commercial buildings, with Court Flats to the north. Google Maps 2023

ARCHAEOLOGICAL VALUES

Unknown however any early part of the 1864 period of development of Hamilton Borough needs to be assessed for archaeological evidence prior to major earthworks.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

No values have been assessed.

Summary of assessed significance and management category OPD

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
a) Historic Values	moderate	moderate	moderate	moderate
b) Physical / Architectural Values		moderate	moderate	moderate
c) Context and setting		low		low
f) Cultural Values	-			-

Summary of heritage values: A substantial crafted bungalow, sole survivor of a group of bungalows in the central city area, for significant Hamilton man and former mayor Charles Barton. The building is probably architect-designed and could be the work of Jack Chitty or FC Daniell. It belonged then to W [CJW] Barton, longstanding mayor, councillor and town clerk. The access was formerly from Thackeray Street, but the home faces Tristram Street.

The house and its immediate garden setting meet the criteria of a) historic value and b) architectural value, and is proposed as a “B”.

Sources for information:

Williams, Lynette “A Thematic Review of the History of Hamilton”, a technical report for Hamilton City Council 2022

Form prepared 2023

Surveyor/ Researcher Lyn Williams; Assessor L Kellaway

Viewed from street only, 2023

ⁱ Post Office Directories, various

ⁱⁱ Williams, Lyn “The Dead Tell Tales” *Waikato Times* 21 May 1912 p.11

ⁱⁱⁱ *ibid*

^{iv} *ibid*

^v *ibid*

^{vi} L Kellaway 2023

Building/ Site Name: Lambeth House

Address: 3 Seddon Road



The former Lambeth house in 2023. Part of the original wall built by Maunders for his house at 4 Tainui St remains on 1 and 3 Seddon Road.

District Plan Reference/ category:

Legal Description: Lot 1 DP 31009

Zoning:

Listed HNZPT: no

Date of Construction: 1942

Designer/ Builder: Architect Charles Lambeth/ unknown

Current use/Building type: House/house

Visible materials: Tile roofs, timber joinery, box window, concrete porch and entrance, formal garden entrance steps and landscaping (incorporating 4a Tainui fence) stucco finish to walls, lead lights.

Proposed Extent: Lot 1 DP 31009 and includes house and front fence. Excludes post 1980s addition at rear (non- contributing).

HISTORY/ HISTORIC VALUES:

History/ Historic summary

Charles (Chas) Lambeth came from Invercargill to Frankton in the 1920s; built a house in Queens Avenue; then moved to Lake Rd in another house he had designed; and subsequently designed and built the house at 3 Seddon Road during WWII.

Charles (Chas) Lambeth was born in New Zealand and initially worked as an architect in Invercargill, designing the hospital there. He moved to Hamilton from Invercargill in the early 1920s. He built a house in Queens Avenue in the Soldiers settlement; then moved to Lake Road and designed another house. Living at 112 Lake Road. For a brief period, he moved to Karapiro but due to lack of work returned to Frankton.

In 1941 Chas designed his last family home in Seddon Road below the Maunders house. It was his 'retirement home' for he and his wife. Built during the middle of World War Two, he's enjoyment was to be short lived.

Seddon Road was his retirement home "on the flat".ⁱ

The building permit was applied for on 16 March 1942.ⁱⁱ

Lambeth was a noted architect and practiced in the Waikato. He designed the building in Ward Street for Shattock. His Shattock Building at 137 Ward Street is proposed for scheduling by Hamilton City Council in Pc9.

Unfortunately, Charles Lambeth died in 1942. It had a twenty-year career in architecture in Hamilton, and prior to 1920 in Invercargill.

Charles Lambeth

Around 1910 Charles Lambeth formed a company with William Bremner and produced a catalogue of dwellings. But they dissolved the partnership in 1915.ⁱⁱⁱ About 1920 he arrived in Hamilton, have established his first architectural business in Invercargill.

His Waikato work is substantially unknown, with the Shattock building in Ward Street identified for heritage listing, but with out confirmation of the architect. He has a small collection of houses he designed around Lake Road and Queens Avenue.

The building

Lambeth's last house was a modest home, but in a prime location, close to town. It continues his use of rough cast and simple materials.

An extension was added to the house several decades ago.

More recently it has been the offices of Architects Peddle Thorpe.

Associative value: The Historic Place has a direct association with architect Charles Lambeth who worked in rapidly expanding town of Hamilton, from town from the 1920s to his death in the 1940s, mainly in the domestic market.

Historical pattern: The Historic Place is associated with the development of the main Frankton hill which had views over the town of Hamilton, once prominent several important residents had substantial homes there including Ellis and Tidd. It is part of a local pattern.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The house set on the bank is a typical house of the period and has earlier characteristics of the homes Lambeth would have been familiar with in the South Island. It has a reasonable degree of integrity externally but has a modern extension to the rear. As the last work of Lambeth it is part of a series of homes Lambeth designed in the Waikato.

CONTEXT

Setting, Group Value, Landmark Value, Context

The landscape design with built landscape steps, incorporating another estates stucco fencing. It retains its original setting and is close to a set of well photographed homes on the Frankton dress circle.

ARCHAEOLOGICAL VALUES

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Not applicable.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate			Moderate local
Physical / Architectural Values	moderate	moderate		
Context and setting		moderate		
Cultural Values				

Summary of heritage values:

A small domestic retirement home for architect Chas Lambeth, It is typical of his work and has influences of his home in Invercargill. It is part of a surviving collection of homes built on the Tainui/Frankton hill of the first half of the 20th century, of moderate local significance.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

L Kellaway- Oral history with Lambeth family 2004

Form prepared 2023

Surveyor/ Researcher L Kellaway , L Williams/Assessor L Kellaway

Viewed from street.

Kellaway, L.L Unpublished paper Charles Lambeth Architect and his works 2004

i

Margaret O'Connor personal conversation L Kellaway 2004

ii HCC Building Permits Transcriptions

iii <https://www.heritage.org.nz/list-details/2478/Listing>

Building/ Site Name: Lambeth House

Address: 3 Seddon Road



The former Lambeth house in 2023. Part of the original wall built by Maunder for his house at 4 Tainui St remains on 1 and 3 Seddon Road.

District Plan Reference/ category:

Legal Description: Lot 1 DP 31009

Zoning:

Listed HNZPT: no

Date of Construction: 1942

Designer/ Builder: Architect Charles Lambeth/ unknown

Current use/Building type: House/house

Visible materials: Tile roofs, timber joinery, box window, concrete porch and entrance, formal garden entrance steps and landscaping (incorporating 4a Tainui fence) stucco finish to walls, lead lights.

Proposed Extent: Lot 1 DP 31009 and includes house and front fence. Excludes post 1980s addition at rear (non- contributing).

HISTORY/ HISTORIC VALUES:

History/ Historic summary

Charles (Chas) Lambeth came from Invercargill to Frankton in the 1920s; built a house in Queens Avenue; then moved to Lake Rd in another house he had designed; and subsequently designed and built the house at 3 Seddon Road during WWII.

Charles (Chas) Lambeth was born in New Zealand and initially worked as an architect in Invercargill, designing the hospital there. He moved to Hamilton from Invercargill in the early 1920s. He built a house in Queens Avenue in the Soldiers settlement; then moved to Lake Road and designed another house. Living at 112 Lake Road. For a brief period, he moved to Karapiro but due to lack of work returned to Frankton.

In 1941 Chas designed his last family home in Seddon Road below the Maunder house. It was his 'retirement home' for he and his wife. Built during the middle of World War Two, he's enjoyment was to be short lived.

Seddon Road was his retirement home "on the flat".ⁱ

The building permit was applied for on 16 March 1942.ⁱⁱ

Lambeth was a noted architect and practiced in the Waikato. He designed the building in Ward Street for Shattock. His Shattock Building at 137 Ward Street is proposed for scheduling by Hamilton City Council in Pc9.

Unfortunately, Charles Lambeth died in 1942. It had a twenty-year career in architecture in Hamilton, and prior to 1920 in Invercargill.

Charles Lambeth

Around 1910 Charles Lambeth formed a company with William Bremner and produced a catalogue of dwellings. But they dissolved the partnership in 1915.ⁱⁱⁱ About 1920 he arrived in Hamilton, have established his first architectural business in Invercargill.

His Waikato work is substantially unknown, with the Shattock building in Ward Street identified for heritage listing, but with out confirmation of the architect. He has a small collection of houses he designed around Lake Road and Queens Avenue.

The building

Lambeth's last house was a modest home, but in a prime location, close to town. It continues his use of rough cast and simple materials.

An extension was added to the house several decades ago.

More recently it has been the offices of Architects Peddle Thorpe.

Associative value: The Historic Place has a direct association with architect Charles Lambeth who worked in rapidly expanding town of Hamilton, from town from the 1920s to his death in the 1940s, mainly in the domestic market.

Historical pattern: The Historic Place is associated with the development of the main Frankton hill which had views over the town of Hamilton, once prominent several important residents had substantial homes there including Ellis and Tidd. It is part of a local pattern.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The house set on the bank is a typical house of the period and has earlier characteristics of the homes Lambeth would have been familiar with in the South Island. It has a reasonable degree of integrity externally but has a modern extension to the rear. As the last work of Lambeth it is part of a series of homes Lambeth designed in the Waikato.

CONTEXT

Setting, Group Value, Landmark Value, Context

The landscape design with built landscape steps, incorporating another estates stucco fencing. It retains its original setting and is close to a set of well photographed homes on the Frankton dress circle.

ARCHAEOLOGICAL VALUES

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Not applicable.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate			Moderate local
Physical / Architectural Values	moderate	moderate		
Context and setting		moderate		
Cultural Values				

Summary of heritage values:

A small domestic retirement home for architect Chas Lambeth, It is typical of his work and has influences of his home in Invercargill. It is part of a surviving collection of homes built on the Tainui/Frankton hill of the first half of the 20th century, of moderate local significance.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

L Kellaway- Oral history with Lambeth family 2004

Form prepared 2023

Surveyor/ Researcher L Kellaway , L Williams/Assessor L Kellaway

Viewed from street.

Kellaway, L.L Unpublished paper Charles Lambeth Architect and his works 2004

i

Margaret O'Connor personal conversation L Kellaway 2004

ii HCC Building Permits Transcriptions

iii <https://www.heritage.org.nz/list-details/2478/Listing>

Building/ Site Name: Horse Hitching Post

Address: SE corner Grey and Clyde Streets



District Plan Reference/ category:

Legal Description: Road reserve

Zoning:

Listed HNZPT: No

Date of Construction: Possibly 1868

Designer/ Builder: Unknown

Current use/Building type: historic item/ structure- Hitching post

Visible materials: Timber (Australian hardwood); remains of iron bolt. Set in a concrete base with brass plaque.

The post measures 120x60x980mm above the concrete base, but a 1994 photograph shows it to have been approximately 2metres tall when it was removed from the ground during demolition of the Riverina Hotel.ⁱ

Proposed Extent of Item:

Extent of place is the road reserve, hitching post, and plaque.



View looking north with hitching post in foreground.

HISTORY/ HISTORIC VALUES:

History/ Historic summary

Philip Le Quesne built a general store on the corner of Clyde and Grey Streets by 1868ⁱⁱ, but in March 1878 he shifted it across the road and built the Waikato Hotel on the site early in 1879.ⁱⁱⁱ He also owned the Hamilton Hall erected in 1876 on the east side of the store/hotel. Both venues, and

the earlier store, were well-frequented. Early photographs of Grey Street show several hitching posts along the edge of the footpaths and roads. Many patrons would have travelled on horseback or in a horse-drawn vehicle and used hitching posts to secure their horses.

Hitching posts became redundant with the advent of motorised transport and most of the posts were removed. This post remained outside the hotel site (see photo).

The Waikato Hotel was demolished in 1941 and replaced with the Riverina Hotel, now also demolished. The post was retrieved prior to the demolition of the Riverina, and placed in safekeeping in the Hamilton Gardens Nursery but found its way to Huntly; it was tracked down by a concerned Hamilton East resident and returned to Hamilton City Council in 1994.^{iv}

In the 1980s there were four historic hitching posts extant in Hamilton, recorded by Rose Young of Waikato Art Museum.^v Only two are known to remain, this one on the corner of Grey and Clyde Streets and the other on the corner of Grey and Te Aroha Streets (proposed as WHG 076).



This c.1900 view of the Waikato Hotel on the corner of Grey and Clyde Streets shows several hitching posts along the edge of the footpath. HCL_04429



This photo taken in 1941 of the demolition/construction site on the corner of Grey and Clyde Streets shows a solitary hitching post on the edge of the footpath. HCL_02336



The Hotel Riverina in c.1985; the hitching post is visible in approximately the same position as it is today. HCL_14863



HCC employee Ted Kennedy holding the post on its return to Hamilton in 1994. *Waikato Times* 25 May 1994.

Associative value: The Historic item has a direct association with or relationship to an activity that is of historical significance to Hamilton and the Waikato. Hitching posts were used by people travelling into town on horseback or with horse-drawn vehicles, for tethering the horse while shopping or transacting business. Hamilton was the centre for commercial activities in the Waikato from the 1864. This hitching post was associated with Philip Le Quesne's 1868 store or his later Waikato Hotel on this corner. Le Quesne (1836-1937) was a prominent businessman and entrepreneur, building a brick yard, growing grapes and making wine, starting a bowling green; he was one of Hamilton's first borough councillors.^{vi}

Historical pattern: The Historic item is associated with broad patterns of local, regional or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. The main form of travel in Hamilton in post-European settlement period was on horseback or in a horse-drawn vehicle. Hitching posts were erected outside business premises to secure horses while business or socialising activities were engaged in.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The hitching post is one of only two such 19th century posts surviving in Hamilton. It is of a simple standard design, a solid 4x6inch timber post. The posts had a metal ring near the top for tying a horse's reins to. It is a rare 19th century artefact; now only one of two known in Hamilton City. It is also rare as one of the few surviving 1860s-70s historic items in Hamilton in situ.

Integrity is high, however condition is very poor.

CONTEXT

Setting, Group Value, Landmark Value, Context

The hitching post still stands in a commercial precinct, albeit vastly different to its original context in the late 19th century. It stands in its original location from possibly as early as 1868, certainly by 1878. It is part of a group of two surviving hitching posts from the 1870s with the other WHG 076 located on the corner of Te Aroha and Grey Streets, Claudelands.

ARCHAEOLOGICAL VALUES

Wider site is part of historic town of Hamilton East from 1864 and is as such under archaeological provisions. Prior to 1864 the lands belonged to Ngati Wairere.

Any digging around the site should be after consultation with Heritage New Zealand.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The hitching post has sentimental value in being a reminder of the early days of Hamilton as a European settlement and before the days of motorised transport.

TECHNOLOGICAL VALUES

Technological values are limited. The condition of the item is poor.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high		high	high/local
Physical / Architectural Values			high	high
Context and setting	high			high/local
Cultural Values	moderate			moderate

Summary of heritage values: Late 19th century post for hitching horses outside business premises. One of only two remaining in Hamilton, and dating from the 1860s-70s. The post is the last reminder of the popular 19th century Waikato Hotel that stood on this corner for 64 years.

It is a rare surviving artefact.

Recommendations:

Scheduling as A ranking under criteria a and b as of high local significance.

The item is in very poor condition, and been placed in concrete. Its state of decay is of concern. It is also recommended that the condition is urgently assessed, and measured drawings and an archival record is

completed. The historic item should be urgently moved to the Waikato Museum for conserving. A replica should be installed at the site.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared: 2023

Surveyor/ Researcher: Lyn Williams researcher/L Kellaway Assessor

ⁱ *Waikato Times* 25 May 1994 p.1

ⁱⁱ *Daily Southern Cross* 4 September 1868

ⁱⁱⁱ *Waikato Times* 2 March 1879

^{iv} *Waikato Times* 25 May 1994 p.1

^v Hitching Posts Vertical File 7, Hamilton City Libraries

^{vi} Lyn Williams "The Dead Tell Tales", *Waikato Times* 25 July 2011

Building/ Site Name: Hitching Post**Address:** NE corner of Grey and Te Aroha Streets

The hitching post set into a corner niche of the general store. 17 September 2023.



The plaque at the base of the post. 17 September 2023

District Plan Reference/ category:**Legal Description:** Road reserve**Zoning:****Listed HNZPT:** No**Date of Construction:** Unknown 1864 -1900**Designer/ Builder:** Unknown**Current use/Building type:** Street furniture/ Hitching post**Visible materials:** Timber, iron**HISTORY/ HISTORIC VALUES:****History/ Historic summary**

Early photographs of Grey Street-Heaphy Terrace show several hitching posts along the edge of the footpaths and roads. Many patrons would have travelled on horseback or in a horse-drawn vehicle and used hitching posts to secure their horses.

Hitching posts became redundant with the advent of motorised transport and most of the posts were removed.

This post was recorded as being outside Gadd's store or further along the footpath nearby, but moved in the early 1950s to the current location outside what has been a busy street corner since the development of Claudelands in the early 20th century. The Kirikiriroa railway station was nearby. Two hitching posts can be seen in front of the store close to the road in the 1920s photograph HCL_10448 (see below).



Claudelands Shopping Centre c.1920s. HCL_10448

Associative value: The Historic Place has a direct association with or relationship to an activity that is of historical significance to Hamilton, the Waikato. Hitching posts were essential for people travelling into town on horseback or with horse-drawn vehicles, for tethering the horse while shopping or transacting business. Hamilton was the centre for commercial activities in the Waikato from the 1860s.

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

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity The hitching post is one of only two such posts surviving in Hamilton. It is of a simple standard design, a solid 4x6inch timber post now set in concrete. The posts had a metal ring near the top for tying a horse's reins to. The post measures 150x95mm and is 915mm high above

the concrete base. It is not known how much of the post remains within the plinth. It is in good condition; it has been painted and has some graffiti.

In the 1980s there were four historic hitching posts extant in Hamilton, recorded by Rose Young of Waikato Art Museum.¹ Only one other now remains, on the corner of Grey and Clyde Streets (proposed as WHG 075).

CONTEXT

Setting, Group Value, Landmark Value, Context

While not in its original position on the edge of the road, the post is set facing the corner of the Grey St-Te Aroha St intersection in front of a grocery store.

ARCHAEOLOGICAL VALUES

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The hitching post has sentimental value in being a reminder of the early days of Hamilton as a European settlement and before the days of motorised transport.

Its integrity is high though not quite in its original location.

TECHNOLOGICAL VALUES

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high		high	high/local
Physical / Architectural Values		high	high	
Context and setting	moderate	high		high/local
Cultural Values				

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared: 2023

Surveyor/ Researcher: Lyn Williams

Assessor: Laura Kellaway

Hitching Posts Vertical File 7, Hamilton City Libraries

Summary of heritage values: Late 19th century post for hitching horses outside business premises. One of only two remaining in Hamilton. It is a rare surviving artefact.

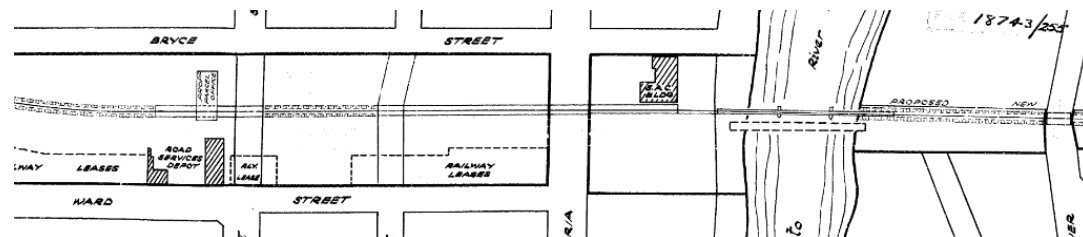
Recommendations:

Scheduling as A ranking under criteria a and b, of high local significance.

The item is in moderate condition, and has been placed in concrete but is in a vulnerable situation. It is recommended that the condition is urgently assessed, and measured drawings and an archival record is completed.

The historic item should be urgently moved to the Waikato Museum for conserving. A replica should be installed at the site.

Sources for information:

Building/ Site Name: NZR Underground Railway Platform**Address:** Bryce/Ward/Anglesea Sts (below ground)Undated image.¹**District Plan Reference/ category:****Legal Description:** DPS 44218 [Lot 3 Strata]**Zoning:****Listed HNZPT:** no**Date of Construction:** 1964**Designer/ Builder:** NZR/ Waite Tileman (Anglesea tunnel)**Current use/Building type:** unused/railway structure**Visible materials:** concrete, tiles, concrete pillars, ramps, concrete and timber seating, railway lines, concrete platform, overhead lighting**Proposed extent:** Includes entrance off Anglesea Street (Centreplace), entrance towards western end, platform, ramp, seating, tiling and any NZR signage. Extent should include all ramps and length of platform, shown dotted below, subject to viewing and documenting.**HISTORY/ HISTORIC VALUES:****History/ Historic summary:**

The opening of the North Island Main Trunk railway through to Frankton in 1877 was a major factor in Hamilton's development, and Frankton became the rail junction for railways leading north-south and east. No longer considered remote, Hamilton attracted Auckland investment. Business confidence was raised, new jobs were created, trade increased, and the town began to prosper. The extension of rail lines to Te Kuiti in 1887 and to Rotorua and Thames in the 1890s opened up new markets for local produce.

Major extensions to Frankton Junction railway station were approved in October 1907. After the North Island Main Trunk Line (NIMT) was completed from Auckland to Wellington, and formally opened in November 1908, rail traffic greatly increased. The station, goods sheds and cattle yards were moved north, occupying the positions on which the

stationmaster's house and the loading bank stood. A central signal box was built to control all the lines.ⁱⁱ

By 1928 Frankton Junction was probably the busiest rail junction in New Zealand, with from 76 to 80 trains handled daily, 36 of these being passenger trains.ⁱⁱⁱ Two signal boxes were built in 1910; the larger one, the south signal box, held 70 levers, while one of the signal gantries was the largest in New Zealand (Figure 5.*).^{iv} In 1927 the system changed from mechanically-operated signals to electrically-operated.^v

A branch railway line from Frankton to Hamilton West opened on 20 October 1879. A railway station, a small rectangular lean-to building with no verandah designed by the Public Works Department, was constructed near the corner of Ward and Selkirk [Anglesea] Streets. Initially there was a horse-drawn vehicle service between Hamilton Junction and Hamilton station. By April 1884 Hamilton Junction on the Main Trunk Line had been named Frankton Junction. The eastern railway crossed through the town intersecting Lake Road, Seddon Street and Victoria Street. At each location was a level crossing. Selkirk/Anglesea Streets and Hinemoa/Tristram Street did not cross the railway lines. A bridge was built over the river to take the eastern railway; the first locomotive crossed over it in early February 1884 as a test run.^{vi} The Frankton Junction-Hamilton-Morrinsville line opened for traffic on 1 October, 1884.^{vii} Hamilton-Cambridge railway line on 9 October 1884; it opened through to Rotorua in 1894.

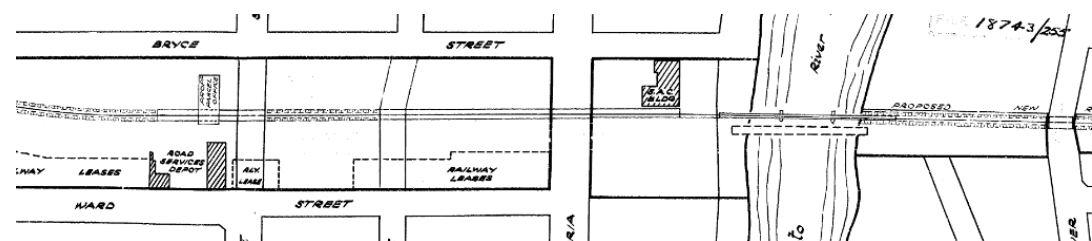
Over the years additions were made to the Hamilton station to try and keep up with the growth and demands of Hamilton and in 1924 the station was given its final upgrade and remained this way until 1964 when, after the new railway bridge was built and the railway line

lowered, the station was abandoned with Frankton Junction becoming the main railway station for Hamilton. In 1969 the railway station building was relocated to the Waikato University to be used as a staff common room (H59, Schedule 8 A, Operative District Plan, 2017).^{viii}

The railway lines in the growing commercial and built-up area of Hamilton were a hazard and a nuisance to road traffic. Plans for lowering the line, following frequent suggestions made as early as 1912, finally eventuated with the lowering of the line begun in September 1959 and completed in September 1964. This necessitated a new lower railway bridge over the river; and road overbridges or tunnels at Lake Road, Seddon Road, Tristram, Anglesea and Victoria Streets and Memorial Drive-River Road. Claudelands Road was created at the eastern end of the railway bridge, passing under the new River Road overbridge. The entire line, between the river bank and the west side of Anglesea Street was fully covered in. The former railway bridge was converted to a road bridge.

Included for the new line was an underground platform - Hamilton Central - situated between Ward and Bryce Streets.

Hamilton Lowering^{ix}





Undated image of interior platform.*

The Bus and Transport Centre including the opening to the platform and the NZR Engineers Office was closed and the buildings demolished. The Bus Depot entrance to the platform was closed off. The Warehouse sits on and above this site today.

The new Transport Centre was opened in 2001 as the new home for the NZR Road Services buses and city buses across the road. Initially the old railway yard was used as a car park until the building of Downtown Mall (later named Centre Place) shopping mall in 1985.



The disused Hamilton station building sits above the new low-level platform. The bridge at right carries Selkirk Street, renamed Anglesea Street. 1965. Photographer Fred Booth. HCL_09872.

The Hamilton platform

In September 1964 the underground platform at Hamilton opened. By July 1975 the Hamilton platform was no longer used. It was part of the old Hamilton Transport Centre in Victoria Street which was constructed by the Ministry of Works, and provided the centre for NZR railway and buses. The Hamilton Transport Centre included the Road Services parcel office, the terminal garage and the underground platform.

In May 1965 it was recorded that:

“At 0 miles 65 chains, track descends at a grade of 1 in 236. This section is double track until after the Lake Road overbridge is passed. From the

bridge the line is single track. The bridge replaced a level crossing. At Anglesea Street the first-cut-and cover tunnel commences, being 330 feet in length and on a grade of 1 in 1,320. The tunnel provides the roof for the Hamilton passenger platform.

"The platform continues into the open cutting to the second (Victoria Street) to the second cut-and- cover tunnel, which is 780 feet in length. The east portal of the tunnel is on the river bank where the grade becomes level. After the river crossing, River Road overbridge is passed, and a grade of 1 in 75 commences, to regain ground level at Grey Street and the entrance to Claudelands station at 1 mile 59 chains.

"The first structure commenced was the Victoria Street tunnel, Willkins & Davies Construction Coy Ltd being the contractor. This is immediately adjacent to the existing railway on the south side. On the north side, the tunnel wall lies directly under existing office buildings. The ground was river sand, much shoring and timbering therefore being necessary to prevent damage to the railway or the buildings.

"The tunnel was, 23 feet high, were constructed under the buildings by a process known as pit underpinning. Shafts were sunk at intervals under the building foundation to the full depth of the tunnel walls. Short lengths of the tunnel wall, 4 feet 6 inches long, were constructed in these shafts. The weight of the building was then transferred from the ground on which it lay to the completed wall sections by jacking and packing. Eventually, by stages, alternate sections of the tunnel were completed and were bearing the road of the building. At this stage the ground between the shaft was removed and the tunnel wall was completed along its full length. The building then stood on completely new foundations 23 feet deeper than before. This was done with no damage to the buildings, though one brick office block , which was seriously cracked from the outset, gave cause for concern at times.. At the completion of the tunnel walls, prestressed concrete planks were

placed to form the roof, and the streets and lawns re-laid over the tunnel.

"The Anglesea Street tunnel is of similar cut-and-cover construction to the Victoria Street tunnel. The contractor was Waite-Tileman Ltd. It also serves the Hamilton [in 1964 this was Hamilton; in 1975 the Frankton Main Trunk railway station was renamed "Hamilton"] station, the passenger platform being inside the tunnel, which can accommodate six cars. Locomotives would normally stand in the open at either end of the tunnel but generally all passenger services are worked by railcars.

"The passenger platform [was] immediately adjacent to the Road Services bus station [now demolished] where booking, luggage, and refreshment facilities are provided. When the bus station was built ... provision was made for the eventual lowering of the railway.

"A three-storey building (was) erected over the tunnel, and its ground floor [to] deal with the very considerable parcels traffic that is handled at Hamilton station. A goods lift and ramps connected the rail and bus platforms."^{xi}

Associative value: The Historic Place has a direct association with or relationship to, an activity that is of historical significance to Hamilton, the Waikato and the Bay of Plenty. It was part of the services on the Eastern/Bay of Plenty railway line, a major route for passengers and freight.

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

The railway station platform was located underground with two platforms from either end. It was not a station. The ticketing office was located in the Transport Centre (now demolished).

The platforms are directly associated with lowering of the eastern railway line and the new railway bridge over the Waikato River as a measure to improve road traffic flows in central Hamilton, consequent on increased population, increased business activities and greater reliance on motorised transport as the 20th century advanced.

The platform was used by passengers for a very short time.

It has been inaccessible since the 2000s.

Recently the last of the old Hamilton entrance yard from Victoria Street and phoenix palms were removed.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Rare underground platform from 1964 designed by NZR.

Only underground passenger platform in the Waikato and Bay of Plenty region.

Integrity has been reduced by removal of Transport Centre entrance and closure of Ward Street entrance.

CONTEXT

Setting, Group Value, Landmark Value, Context

Important setting and context as underground and is associated with the 1880s NZR railway bridge.

Context with original Hamilton Railway Station has been lost as recently removed historic station trees and old entrance off Victoria Street south of Centreplace is to be built on.

Lost both entrances and associated NZR Transport Centre.

ARCHAEOLOGICAL VALUES Unknown

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Known to a number of Hamilton people it has achieved a cult status with trying to enter and as a 'haunted place'. Has been extensively vandalised and videoed.

Remains in the local memory.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	High/local	unknown	High/regional	High/regional
Physical / Architectural Values	High/regional	unknown	High/regional	
Context and setting	high		high	
Cultural Values	Folklore status-moderate			

Summary of heritage values: Built in 1964 by NZR. Only underground railway platform in Hamilton City, related to lowering of railway; beneath the site of Hamilton Station (former). It is of regional significance and comes under criteria of historic value, physical, context and cultural

values. Is partially demolished at western end where entrance and old Relic of NZR engineering. NZR Bus Services Centre which was an entrance was demolished.

Cultural status.

Meets Ranking 'A' under a, b, c and f of regional significance.

Note this is an interior, assumed publically owned by Railways Corporation.

Interior framework and rules are required to effect protection under the RMA.

Sources for information:

Gibbons, PJ *Astride the River: A History of Hamilton* Hamilton City Council 1977

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

<https://www.stuff.co.nz/waikato-times/news/124715107/underground-rail-station-in-central-hamilton-could-be-resurrected-as-part-of-major-mall-revamp>

Rail Heritage Trust of New Zealand - archives Wellington

Form prepared 2023

Surveyor/ Researcher: Lyn Williams, Laura Kellaway; Assessor L Kellaway

No site visits.

ⁱ <https://www.flickr.com/photos/51227209@N03/8393672149/in/photostream/>

ⁱⁱ *Waikato Argus* 15 October 1907

ⁱⁱⁱ *Hamilton Jubilee* 1928 p.53

^{iv} Terry, J.A.T. "Research Notes No. 48", *NZ Railway Observer* Winter, 1984

^v HCC Built Heritage Inventory Record Form H32

^{vi} *Thames Advertiser* 8 February 1884

^{vii} *NZ Herald* 27 September 1884

^{viii} HCC Built Heritage Inventory H59

^{ix} Raila Heritage Trust archive Archive Plan 79346

^x <https://www.pinterest.nz/pin/underground-railway-station-hamilton-nz-forgotten-world--524317581609525131/>

^{xi} NZ Railway & Locomotive Society / Juliet Scoble – Wellington, 7/2017

Building/ Site Name: Hamilton Railway Station

Address: Fraser Street, off Queens Avenue, Frankton



2023

District Plan Reference/ category:

Legal Description: SO 395368

Zoning:

Listed HNZPT: No

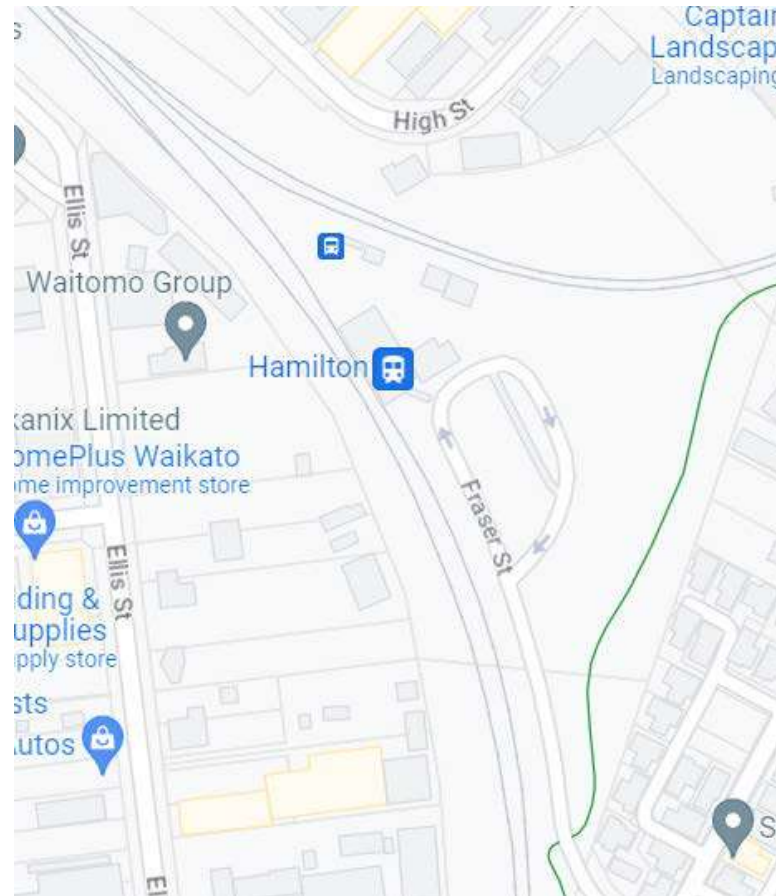
Date of Construction: 1975

Designer/ Builder: Architect Aubrey de Lisle/Builder presumed MoW

Current use/Building type: railway station/railway station

Visible materials: brick, steel, glazing, memorial plaque, concrete platforms, station canopies, exterior lights, exterior street lamps, landscape design including drive and plantings, phoenix palms

Extent: SO 395368 and includes main station building, two platforms and verandahs, Eastern line service buildings, and main driveway to south of station buildings and plantings (Phoenix palms), memorial plaques externally an internally, station bell.





Google Maps 2023

HISTORY/ HISTORIC VALUES:**History/ Historic summary**

The opening of the North Island Main Trunk railway through to Frankton in 1877 was a major factor in Hamilton's development, and Frankton became the rail junction for railways leading south and east. No longer considered remote, Hamilton attracted Auckland investment. Business confidence was raised, new jobs were created, trade increased, and the town began to prosper. The extension of rail lines to Te Kuiti in 1887 and to Rotorua and Thames in the 1890s opened up new markets for local produce.

Major extensions to Frankton Junction railway station were approved in October 1907. After the North Island Main Trunk Line (NIMT) was complete from Auckland to Wellington, and formally opened in November 1908, rail traffic greatly increased. The station, goods sheds and cattle yards were moved north, occupying the positions on which the

stationmaster's house and the loading bank stood. A central signal box was built to control all the lines.ⁱ

By 1928 Frankton Junction was probably the busiest rail junction in New Zealand, with from 76 to 80 trains handled daily, 36 of these being passenger trains.ⁱⁱ Two signal boxes were built in 1910; the larger one, the south signal box, held 70 levers, while one of the signal gantries was the largest in New Zealand.ⁱⁱⁱ In 1927 the system changed from mechanically-operated signals to electrically-operated.^{iv}

A branch railway line from Frankton to Hamilton West opened on 20 October 1879. A railway station, a small rectangular lean-to building with no verandah designed by the Public Works Department, was constructed near the corner of Ward and Selkirk [Anglesea] Streets. Initially there was a horse-drawn vehicle service between Hamilton Junction and Hamilton station. By April 1884 Hamilton Junction (at Frankton) had been named Frankton Junction and the station in the town of Hamilton became 'Hamilton' station. The NIMT railway crossed through the town of Frankton dividing the town.

A bridge was built over the river to take the eastern railway; the first locomotive crossed over it in early February 1884 as a test run.^v The Frankton Junction-Hamilton-Morrinsville line opened for traffic on 1 October, 1884.^{vi} A branch line Hamilton-Cambridge railway line on 9 October 1884; it opened through to Rotorua in 1894.

The main station on the Main Trunk at Frankton Junction remained the main station. The station buildings were relocated north of the original site and developed as a major island station with arrange of buildings,

accessed from both sides by an NZR overbridge. Adjacent were proposed new yards which eventuated in the 1950s for Goods.

Over the years additions were made to the Frankton station to try and keep up with the growth and demands. Maintenance was limited and by the 1960s the station was in poor repair.

The railways site at Frankton stretches historically several blocks from south of the junction on Queens Avenue to Te Rapa in the north.

The New Zealand Railways Department

The New Zealand Railways Department has owned land at Frankton since 1877 and was a major employer for Frankton and Hamilton City. It included goods and passenger services and major marshalling yards at Frankton, with the head regional office and Bus Transport Centre in Ward Street. The department established railway housing and the prefabrication factory. Sidings serviced many industries located adjacent to the Main Trunk Line.

The new station was seen as very important and part of a significant development of new buildings and facilities at both Frankton and Hamilton from the 1950s onwards.

The architect

The NZR did for a short period have its own architect, Gordon Troup, in the 1920s, however generally after the use of his station designs finished ,designs were part of the role of the NZR Engineers Department and private architects.

Aubrey de Lisle was a partner of White, Leigh, de Lisle, and Fraser, which had established Hamilton as its office in the 1930s under partners Edgecumbe and White. The firm were regionally important providing civic buildings including the Hamilton Airport (Aubrey de Lisle) and the Hamilton Founders Memorial Theatre (Aubrey de Lisle). He is a significant Modernist architect.



The Frankton site in 1976, just after opening, The new station is in the foreground with its extensive platforms.. At the upper middle can be seen the old station site in the middle of the lines. ^{vii}

The station building

The design for the new station was by Aubrey de Lisle and his team. Designed with Modernist principles the site was on the junction of the two main lines at the southern end of the main line in Frankton, on the site of the historic NZR engine sheds. It meant creating a new road and landscaped forecourt from Queens Avenue. The station building included two platforms, one at each line and the station building in the apex. The station could be seen from the avenue once in the street.

The old station and its buildings were demolished in 1975 with only one of the signal boxes being saved, by locals, and the overbridge was removed. The marshalling yards were moved to Nawton.

By May 1975 the new passenger railway station was nearing completion. It was to be officially named 'Hamilton' when it opened. (The old station was called Frankton.) The old Hamilton station had been removed from Victoria Street and the new underground platform replacement in Ward Street was to be renamed "Hamilton Travel Centre".^{viii}



Other NZR station buildings

In the late 1960s and early 1970s a few large railway stations were designed with Rotorua and Hamilton two important stations in the central North Island. However, it was the end of passenger travel, with goods freight being maintained but struggling with the release of goods into private road transport options.

The increasing use of the private car compounded the loss of rail passenger traffic.

Associative value: The Historic Place has a direct association with or relationship to the work of Waikato architect Aubrey de Lisle, to the NZ Railways Department and to the wider community, with rail travel once a daily activity until the 1950s. The new Hamilton Railway Station is of historical significance to Hamilton, the Waikato and Bay of Plenty as the region's station. It is now the only railway station in the city of Hamilton, and is a regional station for the Waikato.

Historical pattern: The Historic Place is associated with broad patterns of local, regional, and national railway history, including development of services for passengers and goods. It is part of a continuum of servicing an important transportation route – the North Island Main Trunk Line and was part of social and economic activities of the general public.

It is a continuum of providing city railway stations by the government, although the era of rail travel was ending. For several years the station has been closed^x, re opening the building for the new Te Huia Line.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The Hamilton station is a distinctive Modernist building with its functional layout and strong bold form. Extensive use of glazing allows passengers to see out while they wait for the train. The use of brick and warm colours are important parts of the design, that give a more human scale to the station than that of ones like Auckland.

It is now rare, as the era of major NZR railway station buildings ended at this time. It is designed to incorporate the specific functions of a station including goods and passenger services, with the icons of railway included - the pendulum clock and the old bell reference railway architecture.

This is one of a number of major city buildings and associated landscapes Aubrey de Lisle designed.

CONTEXT

Setting, Group Value, Landmark Value, Context

The landmark value and setting of the station are important, however disadvantaged now by the subdivision and development of housing blocks on Queens Avenue and within the front curtilage of the city station. The landscape drive and forecourt have a good level of integrity. The plantings of phoenix palms are an important part of the historic landscape.

The station development is part of a New Zealand Railways continuum at Frankton since 1877 and was an important part of the growth of Frankton, and Hamilton. The greater Frankton railway site has been occupied for over 146 years.

While the Hamilton station is hidden from the view of the city it has become popular again with the Auckland to Hamilton run.

ARCHAEOLOGICAL VALUES

The site is a known archaeological site including the land between the station and Queens Avenue. It is a recorded NZAA site and has historic drains and railway archaeology.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information,

The railway station and its platforms are part of a continuum on the central site at Frankton since 1877, *at the junction of two important lines.*

More recently the identification of the city railway station has been improved by use. It is also the place where the excursion steam trains come to and is associated with Frankton and its railway heritage.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	High/regional	high	high	High/regional
Physical / Architectural Values	Moderate-high	high	High regional	High/regional
Context and setting	high	high	High regional	high
Cultural Values	Low to moderate			

Summary of heritage values: Designed by Aubrey De Lisle 1974-75 for the NZR to replace the earlier Frankton Railway station further north of current railway station. The Hamilton Station includes buildings, platforms, the railway lines, and the canopies, along with its landscaped forecourt and plantings. It is a Modernist railway station designed by well-known Waikato architect Audrey de Lisle. It is an unusual station design as it sits at the junction of the Main Trunk Line and Thames Branch.

It is recommended as a 'A' ranking as a place of regional significance, on the criteria of (a) regional historic value, (b) architectural value as one of the last major NZR railway stations of the NZR era in New Zealand, (c) under context an d(f) cultural value of local significance.

The interior of the main station building is important and has a high degree of integrity as a 1970s NZR station, including designer elements, fittings, and interior décor. Also, of importance is the goods and baggage counter area, and the special NZR clock and its associated railway clocks, and the old railway bell.

Sources for information:

Gibbons, PJ *Astride the River: A History of Hamilton*, Hamilton City Council 1977

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022
 Rail Heritage of New Zealand Trust archives Wellington
 Late J.A.T Terry NZR Railway historian

Form prepared 2023

Surveyor/ Researcher Laura Kellaway; Assessor L Kellaway

Site visit September 2023 externally and internally

ⁱ *Waikato Argus* 15 October 1907

ⁱⁱ *Hamilton Jubilee* 1928 p.53

ⁱⁱⁱ Terry, J.A.T. "Research Notes No. 48", *NZ Railway Observer* Winter, 1984

^{iv} HCC Built Heritage Inventory Record Form H32

^v *Thames Advertiser* 8 February 1884

^{vi} *NZ Herald* 27 September 1884

^{vii} HCL_14060

^{viii} NZ Railway & Locomotive Society / Juliet Scoble – Wellington, 7/2017

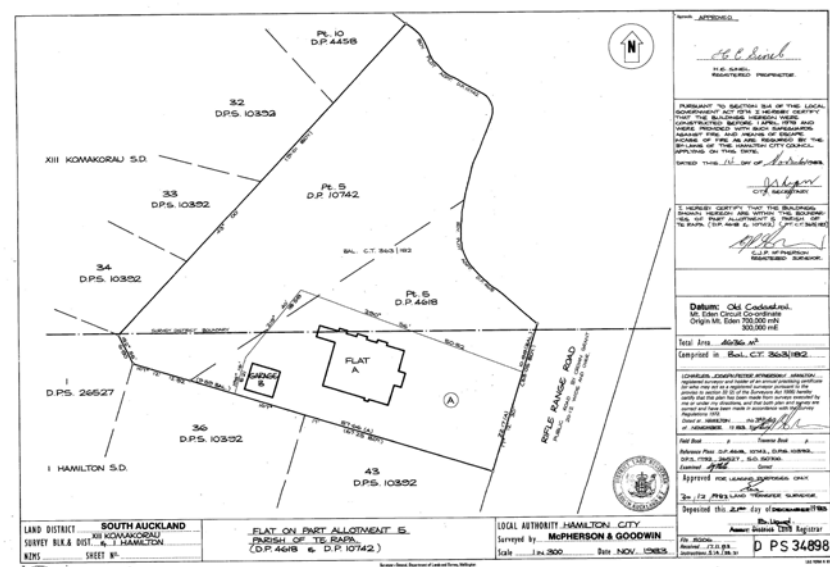
^{ix} The platforms have remained open, but the waiting room and ticket office have for long periods been unattended since the late 1970s.

Building/ Site Name: House, 8 Rifle Range Road

Address: 8 Rifle Range Road



Extent



The extent is the area marked A on DPS 34898 which includes the building marked as Flat A but excludes Garage B.

District Plan Reference/ category:

Legal Description: DP 4618 and Pt DP 10742 and Flat A DPS 34896

Zoning:

Listed HNZPT: No

Date of Construction: c.1908-9

Designer/ Builder: not known

Current use/Building type: Dwelling/Bungalow

Visible materials: Stucco finish on brick, river stones

HISTORY/ HISTORIC VALUES:

History/ Historic summary

In December 1907 the land was part of a parcel of c.94 acres owned by JM McCarthy. In August 1908 the northern 23a 3r 13p was owned by Andre Chocqueel. He subdivided off the small triangular house section that fronts onto Rifle Range Road and it is deduced that the house was built at about this time. The location is the closest part of his farm to the railway station and the main routes into Frankton. In early July 1909 Chocqueel advertised his house contents plus gig horse, butterfly gig etc for sale, being "the first road on the left, past butter factory" – which describes Rifle Range Road at that time. It was then in Waipa County.

The house section measured 2r 3p, being Part of Allotment 5 Parish of Te Rapa, delineated by plans DP 4618, 4458 and DP 10742. Chocqueel sold most of the farm, which extended from Rifle Range Road to Ellicott Road, to John F Williamson on 3 August 1909 and the small house section to Gertrude AF Bradley, wife of Darius Bradley, painter, on 6 August 1909.

Andre Choqueel established a tobacco factory in Hamilton in 1911. He and his wife Marie Chocqueel were in the forefront of Hamilton society; he was a member of the Waikato A&P Association in 1911 and the Hamilton Chamber of Commerce 1912, and on the committee of the Horticultural Society in 1913. In 1912 a street in northern Hamilton was named Choqueel Street (now Princes Street). The street ran through a subdivision of 2roods 8perches of land that Chocqueel owned (DP 7970). Choqueel also owned and farmed land at Tuhikaramea, Whatawhata and Ruakura at various times.

Bradley transferred ownership to William Arthur Flynn, farmer, on 24 November 1921, but Flynn retained ownership for only four months. From 1922 the property was owned by William Frederick Morrison, painter, until part was transferred to Parker in 1979, and lease of the house and garage to Sinel in 1983, with transfer of ownership of the rest to Gillett in 1984.

William and Mary Morrison and extended family members lived in the house until at least 1935. It was possibly named "Merryl" in 1935. Three of the Morrison men were painters, one was a mill hand. They may have been employed by the railway house factory across the road.

Associative value: The Historic Place has a direct association with or relationship to, a Andre Chocqueel who was is of historical significance to

Hamilton. Choqueel was an entrepreneur and developer of significance to the settlement of Frankton and Hamilton.

Historical pattern: The Historic Place is associated with broad patterns of local, regional or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. When built, the house was in a rural setting, and Chocqueel gave his occupation as farmer; he formed part of the development and subdivision of rural land in the area.

The property reflects the agricultural beginnings of Frankton and Hamilton. The house is representative of a major housing boom in Hamilton and Frankton in the 1900s to 1910s.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity The house is a substantial Californian bungalow and has distinctive use of river stones in the pillar and chimney. While the designer and builder are unknown the style of architecture indicates it may have been one of the local architects or out of a pattern book. The quality of the style and materials suggest that it belonged to someone of high status and wealth, and research indicates that Chocqueel is the likely first owner. While in general the house is typical of the period, the use of river stones is unusual in Frankton and Hamilton. It has a high degree of integrity and retains some of its setting. It is markedly different in form from other houses in the vicinity.

CONTEXT

Setting, Group Value, Landmark Value, Context The house is not part of a group and has modern subdivision and housing but the setback from the street allows the place to be easily read and has been a visual landmark

from the street. Further research may show whether its location related to the house factory across the road, with its employment opportunities.

ARCHAEOLOGICAL VALUES Unknown

CULTURAL/SOCIAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information n/r

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate			moderate/local
Physical / Architectural Values	moderate	high	moderate	moderate/local
Context and setting	low	low		low
Cultural Values				

Summary of heritage values: Excellent example of an early Californian bungalow and has interesting stone detail. It was potentially built for entrepreneur Andre Choqueel in 1908-09, a recent French immigrant who, along with his wife Marie, became prominent in Hamilton society during the 1910s. It is an example of one of the homes built on the edge of the town, on farm land, prior to subdivision into small residential lots.

The house is assessed as B ranking, exhibiting a and b values and is of local significance.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Certificates of Title

Form prepared 2023

Surveyor/ Researcher: Lyn Williams

Building/ Site Name: Flaxdale

Address: 135 Horsham Downs Road



District Plan Reference/ category:

Legal Description: Lot 601 DP 564673

Zoning:

Listed HNZPT: No

Date of Construction: Between 1905 and 1907

Designer/ Builder: Architect possibly FE Smith or FC Daniell

Current use/Building type: Dwelling/Villa

Visible materials: Timber

The house is a substantial prestigious four-gabled villa. It uses two symmetrical gables with box bays facing the front and a decorative verandah between the two bays, with just enough decorative detailing with finials and timber fretwork. Two other bay windows, one on each side elevation, enlarged the front rooms.

HISTORY/ HISTORIC VALUES:

History/ Historic summary

Built for Joseph Barugh prominent Waikato farmer and farming industry leader. Significant farm homestead still on original site. Barugh and W Sandford subdivided over 500 acres of Kirikiriroa Parish land in 1916, known as the Flaxdale Estate (DP 11353). Barugh purchased the property in 1905, after farming at Tamahere for many years. His work on developing the property from “desolate flax swamp to smiling pastures”ⁱ was acclaimed. He purchased 600 acres as a cash sale and later expanded the farmer. The house reflects his wealth and status.

Joseph Barugh followed new farming practices such as the application of fertilizers. He was involved with farming bodies and local affairs, particularly as a founder and director of the Auckland Farmers’ Freezing Company, the Farmers’ Co-operative Auctioneering Company and the Farmers’ Union. At the time of his death in 1932 he was still a director of the FAC. He took a keen interest in the Waikato Agricultural & Pastoral Association and was its president for a time. When he shifted to Rototuna he became a member of the Kirikiriroa Drainage Board.

During WWI Barugh managed several farms of men who had gone to the front. Barugh was a breeder of Lincoln and Romney sheep, which he exhibited very successfully at all the A&P shows in the district.ⁱⁱ

When Joseph Barugh died, in 1932, the *Waikato Times* described him as “one of Waikato’s makers”, “one of [the Waikato’s] most valued and respected pioneers , a man and farming authority of the type it can ill afford to lose”. He was a significant figure in the farming sector. The house “Flaxdale” remains as a testament to his importance in the history of the Waikato.



Auckland Libraries Heritage Collections 1606-10642.

The property was still being farmed until a few years ago.

Associative value: The Historic Place has a direct association with or relationship to, Joseph Barugh a person who is of historical significance to Hamilton and the Waikato through his agricultural activities.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, economic trends and activities. It was associated with a period of intense development of the Rototuna area into improved pasture land in the early 20th century.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The house is a substantial bay villa.

Now a rare surviving farmhouse.

Appears to have a high degree of integrity, as viewed from the road.

CONTEXT

Setting, Group Value, Landmark Value, Context

The house is in a semi-rural setting, though the Waikato Expressway now runs through some of the original farm; new residential suburbs have been built on some of the farm.

The setting within the homestead grounds is important it is viewed.

ARCHAEOLOGICAL VALUES Not known

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Not known. Its history belongs to another community – Rototuna and Horsham Downs as historic rural districts that have only recently been brought into the city. Cultural values need to be considered.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high			high-moderate/local
Physical / Architectural Values	high	high	Moderate	high/local
Context and setting	high in original setting			moderate
Cultural Values	high			high

Form prepared 2023

Surveyor/ Researcher: Lyn Williams

Assessor: Laura Kellaway

ⁱ *Waikato Times* 1932ⁱⁱ Williams, Lyn "Dead Tell Tales" *Waikato Times* 31 July 2022

The building has not been visited for assessment.

Summary of heritage values: Built for Joseph Barugh prominent Waikato farmer and farming industry leader. Significant farm homestead still on original site. Flaxdale is part of the rural history of the Rototuna and Horsham Downs and is one of the few surviving grand homesteads which belonged to a large productive farming estate of the early 20th century.

Flaxdale meets the criteria of a, b and c as a place of high local significance. It is recommended as ranking A

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Building/ Site Name: James Primrose's Farm house

Address: 326 Peachgrove Road



As viewed from the road, 2023

District Plan Reference/ category:

Legal Description: Lot 3 DPS 4296

Zoning:

Listed HNZPT: No

Date of Construction: 1903ⁱ

Designer/ Builder: Not known

Current use/Building type: Dwelling/Bay villa

Visible materials: Timber with corrugated iron roof, brick chimneys

Described in 2021 as being 190sqm with 5 bedrooms, 1 bathroom; on site 2243sqm

HISTORY/ HISTORIC VALUES:

History/ Historic summary

According to JH Primrose, the house was built for James Primrose in 1903; it was opposite a 10-acre lot that was later Doug Pick's orchard. The house cost £250 and in 1982 was used by the Anglican Maori Mission. James Primrose was the son of Andrew Primrose, a prominent landowner and farmer, chairman of the Waikato Hospital Board and chair of Waikato County Council. James (Jim) Primrose and brother John farmed at Gordonton for a while and contracted out their wheat threshing plant. Jim canvassed the district for subscriptions to get Fairfield Primary School established and was first chairman of the school committee.

Primrose acquired Allotments 188 and 189 Kirikiriroa Parish from John Proctor in 1901.ⁱⁱ He may have lived in the house for only a few years as from at least 1902 lived in "Dalmeny", situated further north on his farm. Primrose subdivided his 100-acre farm in 1912 (DP 8480), with Mardo Road being formed through the farm. In 1917 he sold the subject house along with its section of 4½ acres (Lot 1 DP 8450) to Andrew Anderson, farmer.ⁱⁱⁱ Anderson transferred ownership in 1920 to another dairy farmer, Colin Dalbeth. The property was further subdivided and roads taken through the original farm, and is now within a residential suburb.



The house is visible in this 1947 photograph, opposite Doug Pick's orchard near the junction of Mardon and Hukanui Roads (top right). Tramway Rd runs across the lower edge of photo; with 5 Crossroads towards upper left. HCL_11129 (cropped)

Associative value: The Historic Place has a direct association with or relationship to James Primrose a member of a prominent Waikato farming family, of historical significance to Hamilton.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, and economic trends and activities. The house was built as a farm house on rural land outside Hamilton's boundary; subdivision of the farm in 1912 and 1955 created smaller residential properties.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Bay villa, weatherboard, corrugated iron roof, brick chimneys

CONTEXT

Setting, Group Value, Landmark Value, Context

The house has been closely surrounded by other housing for a few decades; it is no longer a landmark and has lost its original rural setting.

ARCHAEOLOGICAL VALUES

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate			moderate
Physical / Architectural Values				
Context and setting				
Cultural Values				

Summary of heritage values: Farmer James Primrose owned this land; subdivided 1912. Son of Andrew Primrose who owned a large property in this area; Andrew was on Waikato Hospital Board. Significant and well-known influential family.

Recommended to be considered B Ranking under historic criterion

Form prepared 2023

Surveyor/ Researcher: Lyn Williams

Assessor: Laura Kellaway

ⁱ Interview with JH Primrose 1982 and Rose Young, DNZB file Andrew Primrose, Hamilton Libraries

ⁱⁱ *Waikato Argus* 24 June 1901; Deed Index 2F 131

ⁱⁱⁱ SA262/173

Building/ Site Name: House (Former Williamson residence)

Address: 44 East Street (corner Peachgrove Road)



<https://www.bayleys.co.nz/listings/residential/waikato/hamilton/44-east-street-2313339>

District Plan Reference/ category:

Legal Description: Pt Lot 2 DP 20593

Zoning:

Listed HNZPT: No

Date of Construction: circa 1884

Designer/ Builder: Not known/ V Blacklock builder additions 3 November 1925

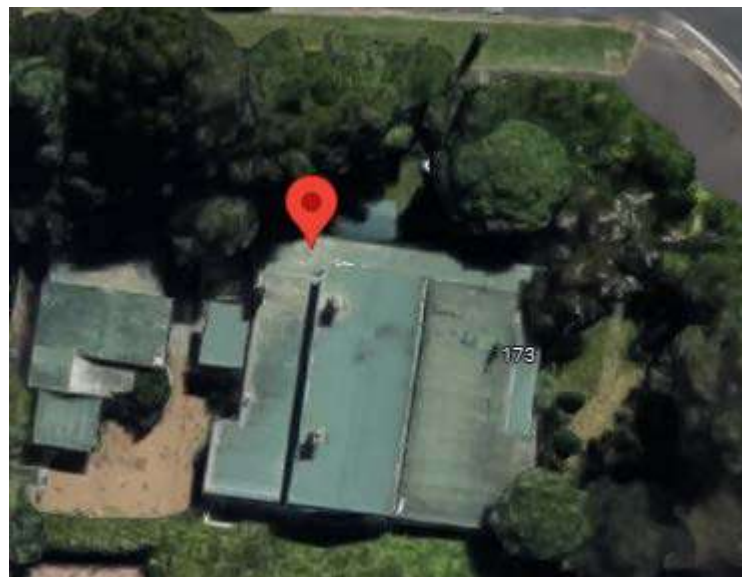
Current use/Building type: Dwelling/Cottage

Visible materials: Timber weatherboards and joinery, double hung windows, casement windows, stained glass (modern), corrugated iron(front) and steel roof, brick chimneys (3), timber verandah posts. Established plantings.

Property size: 758sqm

The house was originally a small cottage with verandah. Over time it has been modified with first floor extensions to the rear roof with one bedroom and bathroom upstairs, four bedrooms and a bathroom on the ground floor.ⁱ Additions have been made to rear.

Extent: Pt Lot 2 DP 20593



Google Maps 2023

HISTORY/ HISTORIC VALUES:

History/ Historic summary

The property was part of the 500 acres owned by Francis Claude, surveyed in 1879 as Town of Claudelands (DP 79); on Claude's map it was Lot 1 of Section N of a subdivision of Allotment 223. On 17 June 1884 ownership of eight acres was transferred to Elizabeth Miriam Williamson wife of Robert Williamson blacksmith "for her sole and separate use" (SA35/161). She had a mortgage with the Onehunga Perpetual Land Building and Investment Society.

Given the age of the house, it is inferred that it was built for Elizabeth and Robert Williamson in 1884. Robert Williamson (1834-1919) was the first blacksmith in Hamilton, with a house at the Ferrybank close to the militia redoubt. In 1871 Williamson married Elizabeth Pearson, daughter of Edward Pearson, noted builder and sandsoap manufacturer of Hamilton. The Williamsons had at least nine children born between 1874 and 1890; two sons died as toddlers.ⁱⁱ Williamson's smithy was in Hamilton East and perhaps the East Street property was acquired, and the house built, for convenience to his workplace, as well as catering for his growing family.

Williamson was declared bankrupt in 1887; the mortgagee company exercised its right of sale and ownership of the eight-acre parcel transferred to Isabella Reid, wife of James Reid, on 16 October 1888. It is not known whether the Reids lived in the house. James Reid (1850-1939) had a saddlery business in Grey Street, one of the group of shops on the west side and this had a house attached, but in 1894 he built a photographic studio in southern Victoria Street (H69 Operative District Plan). He formed the Hamilton Light Infantry Volunteers in 1887, plus the second and third companies of the Waikato Mounted Infantry. In 1900 his military service became paramount, with a shift to Auckland as district adjutant to the New Zealand Staff Corps; at one time he had the rank of lieutenant-colonel. Isabella Reid died in 1902.ⁱⁱⁱ

On 15 April 1890, Isabella Reid's mortgage was also called in and ownership was transferred to Arthur Edward Hobbs and John Close Hobbs both of Hamilton, settlers. On 15 March 1893 it was on-sold to William Gittos of Te Awamutu Wesleyan minister and George [Sargent][Jenkins] of Christchurch grain merchant.

On 8 May 1909 ownership transferred to William Hobbs of Wellington, dentist, and Arthur Edward Hobbs of Auckland, dentist. William and Arthur were brothers. The Gittos and Hobbs families were related through marriage, Wesleyan missionaries in Northland. William and his first wife Belle Hansford were married by Rev. Gittos. After Belle's death in 1909 William married again, to Annie Feist in 1911; they were then living in Wellington.

Members of the Hobbs family lived (and died) at Claudelands, Frank in 1903 at EG Hobbs's residence; Mary Hobbs in 1897; Annie in 1912; Edward Gyles Hobbs (in Auckland in 1908 but recorded as having been living in Claudelands and he was buried in Hamilton East Cemetery) – as most of these deaths were prior to the acquisition of the house by William it is possible that they were leasing the house from Gittos. Edward Hobbs listed his occupation as farmer of Kirikiriroa in 1894 and 1903.^{iv}

The two-acre strip along the south side of East Street (west of Peachgrove/Hukanui Road) was subdivided by owner William Hobbs in June 1920 into nine small residential-sized lots and with the corner section, Lot 10 where the house is located, being half an acre (SA318/254) (DP 14137).) After Arthur Hobbs's death in 1922, William Hobbs subdivided that half-acre (SA402/165) into three parts in 1926, with the house section becoming 32.56perches. The land ownership history after this date has not been researched; in 1926 it was occupied by Horace C. Gregory, accountant.

William Hobbs was a dentist in Hamilton. He was the grandson of the pioneer Methodist missionary John Hobbs. After qualifying in dentistry apprenticed with a Hamilton dentist, Hobbs practised in Paeroa, Waihi, Wellington and Lower Hutt but after two years overseas service in WWI he commenced practice in Hamilton. He was chairman of the Hamilton Dental Clinic Committee, closely associated with the YMCA and with St Paul's Methodist Church. He commissioned local architect FC Daniell to design two houses and a set of shops in Hamilton 1919-22, so was a man of means. He lived in O'Neill Street in 1926.^v He died in 1928.^{vi} Three of his brothers were apiarists at Tauwhare.

The cottage

Within the existing form can be seen the original small single storey cottage. Modifications have taken place on a regular basis. It gives the building an eclectic style with mixed periods and styles.

It would appear to date to the 1880s in style and construction.

Associated outbuildings would likely have been part of the wider 8-acre site. There is a garage on the western side. The house is screened from the frontage of Peachgrove Road.

There were several 19th century cottages on this eastern boundary of Hamilton East, but this would be the oldest surviving by several decades.

Alterations were undertaken by Mr Blacklock in 1925, who was a local Hamilton East builder.

It is still used as a residential home, and is probably 130+ years old.

Associative value: The Historic Place has a direct association with or relationship to, a person, event or activity that is of historical significance to Hamilton, the Waikato or New Zealand.

The house is associated with several early (post 1864) Hamiltonians: Robert Williamson, early blacksmith, his wife Elizabeth (daughter of

Edward Pearson builder and businessman); James Reid, prominent businessman, military leader and photographer; missionary and clergyman Rev William Gittos; and William Hobbs, dentist.

Historical pattern:

The history of the house's location is part of the pattern of subdivision into smaller and smaller lots as population grew and there was more demand for house lots.

The property was on the corner of a main road into Hamilton from the Hukanui district.

The two mortgagee sales in 1888 and 1890 reflect the difficult economic times of that period.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

As a small colonial cottage with verandah the house has been modified over a period of time primarily at the rear and upper levels. While it is rare in terms of age for Hamilton it is also typical in the degree of change,

CONTEXT

Setting, Group Value, Landmark Value, Context

When built, the house was in a rural setting that is now residential. The setting has been reduced by subdivision and hidden by garden and trees. However it retains its frontage to Peachgrove Road.



The house is seen (almost in the centre) in this 1947 aerial photograph, with houses on the south side of East Street but most of Hobbs's 8-acre lot still pasture. The junction of East St and Tramway Roads is on the lower edge of the photograph, Waikato River across the top. HCL_11129 (cropped)



The house is at the road junction at mid-left in this close-up of previous photo.

ARCHAEOLOGICAL VALUES: Not known but the house dates from before 1900 therefore no disturbance of the ground should be undertaken without an archaeological assessment.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	High local		moderate	Moderate/local
Physical / Architectural Values		low	moderate	Low- moderate /local
Context and setting	Moderate/local			
Cultural Values	unknown			

Summary of heritage values: One of the earliest surviving farm cottages on the eastern side of the river, c.1884. Land originally owned by FR Claude who sold eight acres to the wife of Robert Williamson, a blacksmith, in 1884.

Originally recommended as an A or B, it meets the criteria of Rank 'B' which is based on a) historical values of local significance.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report for Hamilton City Council 2022

Form prepared 2023
Surveyor/ Researcher Lyn Williams

ⁱ <https://www.bayleys.co.nz/listings/residential/waikato/hamilton/44-east-street-2313339>

ⁱⁱ Williams, Lyn "The Dead Tell Tales; Robert Williamson", *Waikato Times* 23 July 2012

ⁱⁱⁱ Williams, Lyn "The Dead Tell Tales; James Reid" *Waikato Times* **June 2017

^{iv} Electoral rolls, various newspaper death notices.

^v Post Office Directory 1926

^{vi} *Waikato Times* 15 September 1928

Building/ Site Name: Farmers' Auctioneering Company (FAC) Building
Address: 115 Kent Street (corner with Empire Street)



2023



Google Maps 2023

District Plan Reference/ category:

Legal Description: Allotment 441 Parish of Te Rapa

Zoning:

Listed HNZPT: No

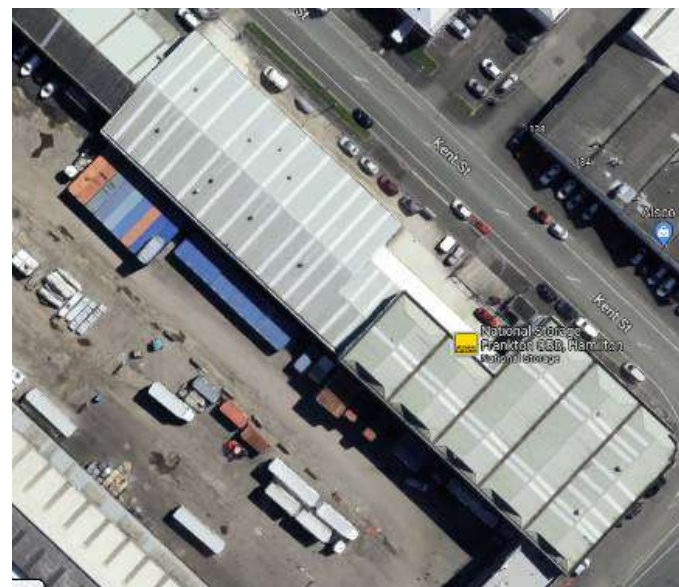
Date of Construction: Date 1958ⁱ

Designer/ Builder: White Leigh de Lisle Fraser (1956)ⁱⁱ

Current use/Building type: Storage facility?/Commercial

Visible materials: glazing, flagpole, aluminum joinery (non heritage), roller doors (non heritage), concrete

Extent: The building occupies only part of Allotment 441.



HISTORY/ HISTORIC VALUES:**History/ Historic summary**

The Farmers Co-operative Auctioneering Company Limited built their new main office and store in Frankton next to the modern NZR Marshalling yards and Goods Shed complex.

The land prior to 1864 was part of Ngati-Wairere's home. After confiscation the land was given as a military grant, whose owner quickly transferred it to Jolly. The block was part of the Jolly estate and was proposed to be developed with the southern blocks around the original railway station in 1877 the initial focus. With the moving of the station north this block was adjacent to the railway station. The street names were associated with the family.

The Farmers' Cooperative Auctioneering Company, the FAC.

The first manager of this agency was Arthur James Storey. Storey worked as an auctioneer for J S Buckland, and then with John McNicol when he took over Buckland's Waikato business in 1886.

After John McNicol's death in 1893, Storey took over McNicol & Co, joined a few years later by W H Hume. Storey and Hume built up the business with several more staff, extending their contacts to Bay of Plenty, Coromandel and West Coast.

The FAC grew from discussions among Waikato members of the Farmers' Union in 1906: the farmers recognised that a co-operative company to be run in their sole interests was required. They purchased McNicol & Co. Storey and Hume were kept on by the FAC, having seats on the board of directors as well as having salaried positions for five years and retaining shares in the new company.

The registered office for the FAC was Hamilton.

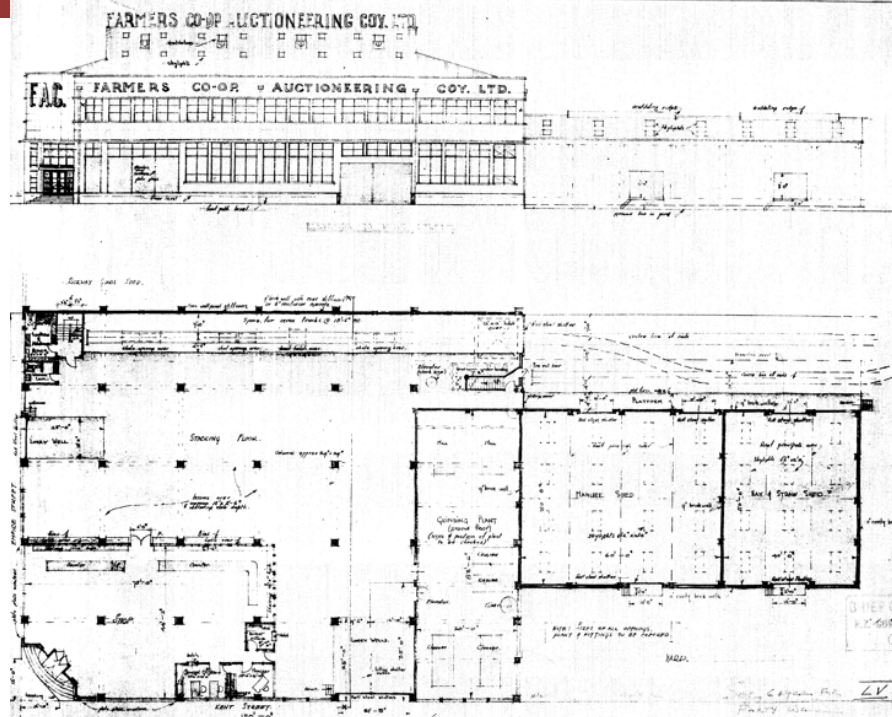
Within two years, the business was booming and a new building, designed by architect F E Smith, was being built in Ward St. An even larger building was constructed facing Victoria St but with a back entrance accessed from Barton St, where the firm also had a "motor garage, petrol service station and a lubritorium". (demolished)

The main building had grocery, hardware, machinery and produce retail areas, with a travel agency, insurance agency, and out the back were a saddlery and canvas manufacturing workshop. In 1958, an even larger building with its own private railway siding was constructed on the corner of Empire and Kent streets.

FAC design by architect Abbott and xxx of Auckland dated 1950ⁱⁱⁱ

By the firm's golden jubilee, in 1957, it had a turnover of more than £7 million. The firm's leading exports were wool, meat and dairy produce. By 1957, it had the largest stock department in Waikato and operated 32 saleyards..... A history of the FAC published in 1957 ("50 years of service")

FAC design by architect Abbott and xxx of Auckland dated 1950^{iv}



FAC design by architect Abbott and xxx of Auckland dated 1950^v

The FAC was described as a monument to the enterprise and foresight of Arthur Storey. Arthur Storey was one of the best known and most respected businessmen in the Waikato especially among the farming community.^{vi}

The building at Frankton

The corner site was the Robinson Ice cream Company in 1939, with north of this Jolly and J.J Craig. In 1939 the land was taken by the government

for railway purposes, indicating that NZR were intending to development the block east of the station at that time as the old goods sheds were inadequate, and there were no marshalling yards to the scale required on the Main Trunk Line.

Kathleen Street in the middle of the block was lost at this time.

The initial design by architect Abbott of Auckland shows a large two storey building on the corner site with glazing on both floors, and a large roof indicative of providing either storage space or room for very large items. Grain was distributed and the form may be as result of this design in having shuttes to empty onto the rail wagons which were in on the ground floor level off the railway siding. The corner was a significant design detail with its curve into the entrance foyer. A secondary building form to the north provided additional space and was like a goods shed layout.

The initial design is shown below. It is unclear if this design progressed or if the next design incorporated the old.

A permit was issued in 1955^{vii} for owners FAC by builders Dick CG Hay and Straw.

The design of White, Leigh, de Lisle and Fraser, dated 1956 appears to be the design selected, along the northern building seems closer to the earlier design. The Modernist detailing of the firm includes the curved front entrance, the details of the entrance wall, the canopy and the placement of glazing. The drawings include the party fire wall required for the construction of the NZR Tranship building and incorporating the rail lines within both buildings.

Both designs have an extensive post and beam system to allow for maximum storage. A design traditional used in many industrial warehouses since the early 18th century.



White, Leigh, de Lisle and Fraser design was shown in their 50th celebration book.^{viii}

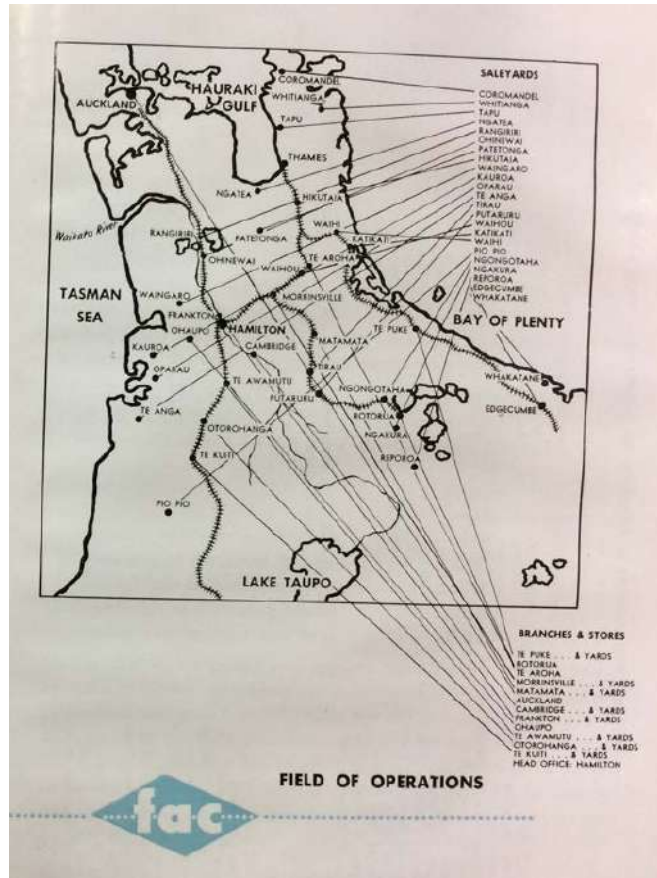
The 50th celebration book stated:

"Scheduled for completion in July 1958, the new two -floor 36,000 sq, feet Frankton Store will replace the old building, which has served the Company for nearly half a century. The ground floor will be occupied by three departments – an independent Branch Retail Store, a Retail Produce Store, and Distributing Centre for branches. Grass seed and manure mixing, general merchandise storage, and the manufacture of the Company's brands of stock foods will be situated on the upper floor. This new building, with frontages of 110 feet to Empire Street and 200 feet to Kent Street, will include the Company's own totally covered private railway siding."^{ix}

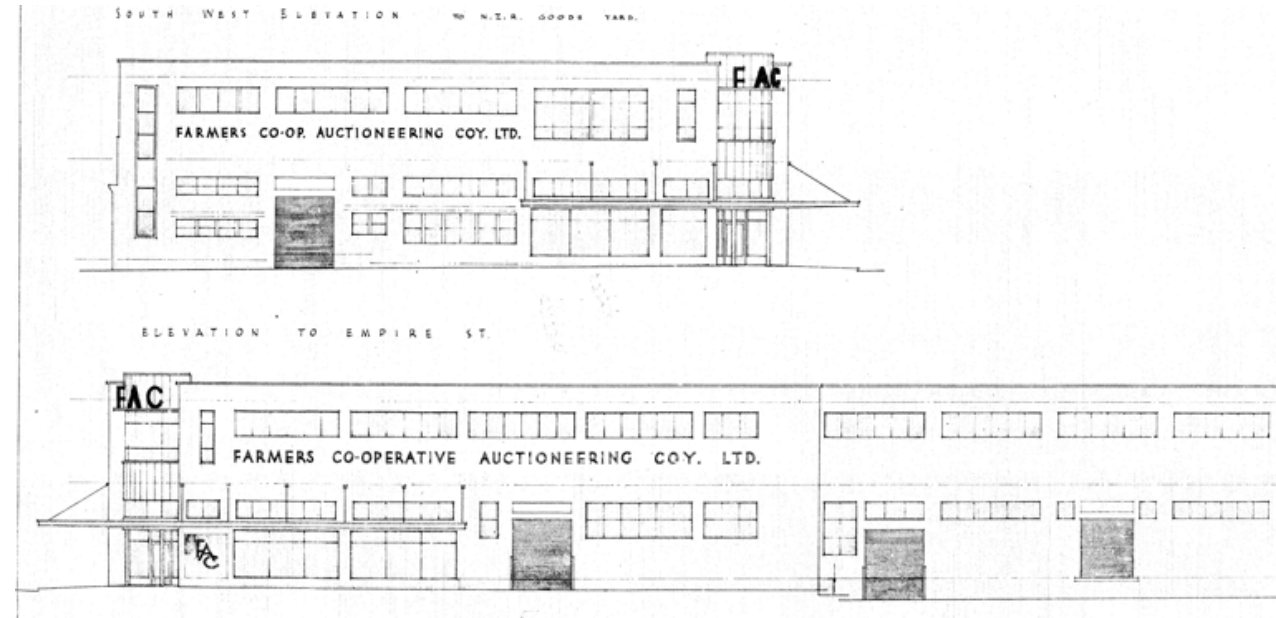
The use of a suspended canopy signified the status given the building, on this important corner of Frankton. It was the most prominent point available in the town. The wide road of Empire Street indicates the scale of traffic from the station and the NZR goods complex. It was the busiest junction in New Zealand in the 1920s and 1930s. The location was central to transporting goods throughout Hamilton city and the district.

Ionic with the corner of High and Empire was the New Empire Hotel, an imposing grand hotel. To the north of the FAC building were the central district Frankton saleyards.

FAC's role in saleyards is indicated in the mapping of the region's saleyards in the 1950s. *This location at Frankton was central to their business.



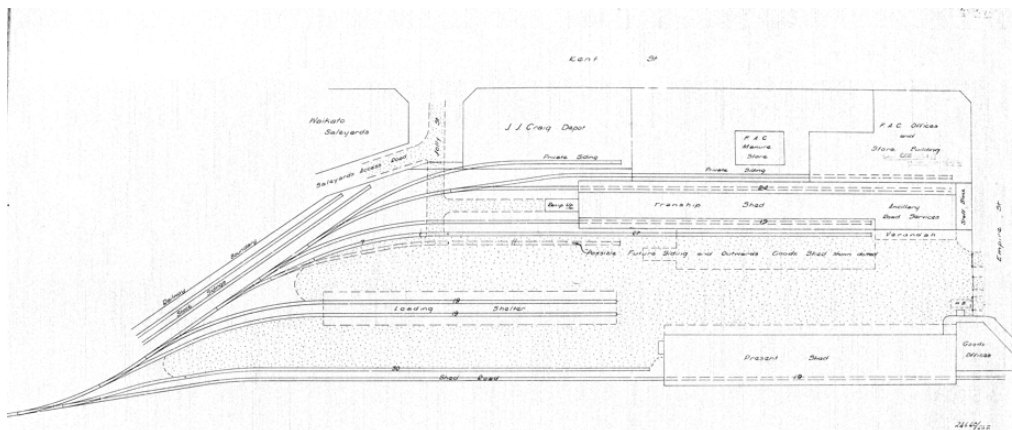
years of FAC



Design for FAC by White, Leigh, de Lisle and Fraser 1956.^{xi}

In 1957 the NZR Department was working on completing the development of the Frankton NZR Marshalling yard and Goods Shed complex. The proposed NZR lines were specifically designed to provide additional sidings for loading and downloading for the Frankton Saleyards, J.J. Craig's and FAC.

The FAC incorporated a siding within the building. WLDF designed the party wall, or provided information to the NZR, and the train line feed into the western side of the building, with openings above the line to empty or unload goods to the floor above.



The proposed NZR Goods shed was the latest technology and included a cantilever structural frame to allow for easy access. The NZR Tranship was promoted as the first of its kind and included a conveyor system. It was adjacent to the FAC building, and one of the same sidings.

The NZR Tranship Goods Building was demolished in 2022-3. It is unclear if New Zealand Railways Corporation took into account the building and also the heritage values of the NZR site. (The site and Tranship has been identified in the resource consent process for the V8s in the 2000s and was placed on the council list to be considered for scheduling (individual buildings and site)^{xii}.

Design by Hamilton NZR Engineers for Marshalling yards and new NZR Tranship at Frankton and additional staff offices in 1957. The Goods shed and Goods offices are existing. The adjacent businesses are included with the associated sidings. ¹

The building is a distinctive stropped Modernist design, almost Art Deco in character, with an unusual, curved entranceway on the corner. It was one of the busiest corners in Hamilton due to the location of the railway and NZR Goods depot.

Owned by FAC in about 1980 the firm name was changed to Allied Farmers' Co-operative Limited (title).

The main building was empty for some time.

The architects

White, Leigh, de Lisle and Fraser are significant Waikato architects with one of the first major buildings the Central Post Office in Victoria Street Hamilton by Edgecumbe and White. They became known as the council or city architects, with works including Aubrey de Lisle's Hamilton Founders Memorial Theatre, the Hamilton Airport and the council buildings. The buildings and associated landscape designs of White, Leigh, de Lisle and Fraser form part of the built structure of Hamilton as a city and within the wider region with over 80 years of 20th century architecture.

While the firm was significant throughout most of the 20th century and won awards their buildings have not been recognised in HCC scheduling.^{xiii} There is a substantial archive collection held by Waikato Museum.

Ownership

Before 1955 the land was Crown Land. It was s land to be relinquished. FAC/ Allied Framers (1980-) until transferred to Papyrus Holdings Ltd in 1986, and then transferred to Forlongs Furnishings Ltd in 1980.

In the 1980s the building was bought by Forlongs, it was used in the 2000s during alterations to the Forlongs buildings in Frankton, and in 2010s for storage of Forlongs goods.

¹ Rail Heritage Trust 71407

In 2019 it was transferred to Guardian Secure Storage Hamilton City Ltd and to The Trust Company Ltd.

It is now a box and storage company in the main building. There has been some modification however the building has a high degree of integrity externally. It is unclear how much of the interior and old works from the 1950s design remain.

Summary

The FAC building has for over 67 years been a Frankton landmark in the 1950s and until the late 1980s. It was part of a very busy NZR transport area in Frankton, and part of the integrated history of farming within Frankton and the Waikato district.

It is one of Frankton's landmark buildings with its location and scale and the only surviving historic 'department' and store of a commercial scale. Its history is strongly associated with the NZR Goods complex site adjacent, with its building integrated within the NZR design of its 1950s Goods complex. The 1918 FAC building in Victoria Street Hamilton North, which was a Hamilton landmark, has been demolished, and this is now the only known important building in the city. It is part of three adjacent sites – the FAC, the NZR Goods complex and the Frankton Saleyards, which demonstrate the historic heritage value of farming within Hamilton city. All three places are of a regional significance.

The Farmers Co-operating Company was an important New Zealand company, and well known in New Zealand, and regional well known. The scale and design is dramatic fitting an important regional firm, and is one of the important designs of Modernist architects White, Leigh, de Lisle and Fraser, significant Waikato architects. It is an important example of their work. It forms part of a group of Modernist buildings in Frankton, and part of the agricultural heritage of Frankton.

While an agriculturally based department building and store common type in most New Zealand cities, this is not the case in Hamilton where large scale warehouses were developed in the after world war two period. Apart from Newton King which has been modified and lost buildings, this is now the only one known of its type and integrity in Hamilton of the 1950s. It is of regional significance in terms of historical value, associative value with FAC and local architectural value in regards White, Leigh, de Lisle and Fraser.

Associative value: The Historic Place has a direct association with or relationship to, a business and activity that is of historical significance to Hamilton and the Waikato as the FAC was a major business supporting the agricultural sector.

Historical pattern: The Historic Place is associated with broad patterns of local and regional history, including development and settlement patterns, early or important transportation routes, economic trends and activities.

Outgrew central city Victoria Street premises; shifted to purpose-built new building; adjacent to North Island Main Trunk Line for easier delivery of freight and situated close to the Frankton saleyards. Part of the expansion of Frankton's business district

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

In looking at the building it is sometimes thought it is stripped art deco, but when newer and functioning as FAC it was glamorous and very modern.

The technology within the building associated with the new Tranship was important and advanced. The architects, assumed to be Aubrey de Lisle, is

a significant Waikato Modernist architect, with two buildings in Frankton, the other the Hamilton Railway Station.

More recently the building has been modified with roller doors and covered glazed panels however is still all local landmark building.

CONTEXT

Setting, Group Value, Landmark Value, Context

The setting on the once prominent corner was very important. One way led to the Goods yards and the station, and the other to the saleyards and NZ Dairy Factories complex to the north, it was one of the busiest corners in Frankton. While the historic traffic has eased the site retains a little of its prominent position and was later known as Forlongs who utilised the stores.

Its context with the railway was an important part of its functionality, and the physical links with the NZR Goods siding into the ground floor shows the interconnectedness of the company with rail.

ARCHAEOLOGICAL VALUES: Not known.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The building is a landmark in Frankton. But the cultural values associated with the place have diminished.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	Moderate/regional			Moderate/regional
Physical / Architectural Values	Moderate/local			Moderate local
Context and setting	moderate	moderate		
Cultural Values				

Summary of heritage values:

The former FAC building in Frankton is of regional historic value, and of local architectural value. As a regional headquarters it signified the coming of age of Frankton as a regional firm.

It has both local and regional significance, and is a well known landmark. The use of modern technology associated with the NZR Tranship, recently demolished was part of its modernising. Its earlier building in Victoria Street was demolished a number of years ago.

Sources for information:

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Williams, Lynette Article Waikato Times The Dead Tell no Tales 2019

<https://www.pressreader.com/new-zealand/waikato-times/20191227/281616717279484>

Form prepared 2023

Surveyor/ Researcher Lyn Williams, Laura Kellaway

Viewed from street.

ⁱ 50 years of Service: FAC Farmers Co-operative Auctioneering Co. 1957

ⁱⁱ Assumed design is second and not work of Abbott. Further researched needed by building investigation.

ⁱⁱⁱ Rail Heritage Trust 64885

^{iv} Rail Heritage Trust 64885

^v Rail Heritage Trust 64885

^{vi} <https://www.pressreader.com/new-zealand/waikato-times/20191227/281616717279484>

^{vii} HCC permits 10/5/55 Kent St and Empire Sts 24/29/ 26862 owner FAC, Builder Dick CG Hay and Straw

^{viii} 50 years of Service: FAC Farmers Co-operative Auctioneering Co. 1957

^{ix} 50 years of Service: FAC Farmers Co-operative Auctioneering Co. 1957

^x 50 years of Service: FAC Farmers Co-operative Auctioneering Co. 1957

^{xi} Rail Heritage 66477

^{xii} L Kellaway 2023

^{xiii} L Kellaway 2023

Building/ Site Name: Vacuum Oil Co. (Caltex) Building

Address: 3 [?] Ellis Street



North-west and part of south-west elevations 2023



North-east elevation viewed from across the railway lines. Google Maps 2023

District Plan Reference/ category:

Legal Description: Pt Lot 3 DP 22262

Zoning:

Listed HNZPT: No

Date of Construction: 1927, platforms 1939, extension 1954

Designer/ Builder: Designer unknown/Builder: Street and Street Ltd

Current use/Building type: Not known/Industrial warehouse

Visible materials: Brick, timber, metal window sashes, concrete/plastered lintel, concrete and timber loading platform, corrugated iron roof, 3 or more metal roof ventilators; canopy

Extent: Pt Lot 3 DP 22262 to include building its platform and canopy

HISTORY/ HISTORIC VALUES:

History/ Historic summary

From 1907 the land on which the building sits was part of a series of subdivisions of Allotment 1 Parish of Te Rapa: in 1907 investor John M McCarthy owned a c.300 acre block that extended from the junction of Killarney and Massey Streets east to the North Island Main Trunk railway line, surveying off a 13 acre lot between Ellis Street and the railway (DP 3970). A smaller parcel of five acres was then surveyed off, also in 1907, as DP 4215 and a Certificate of Title issued, SA148/93.

In April 1929 DP 22262 was drawn for AG Cate, Attorney for the Vacuum Oil Co. Pty Ltd and a new title SA446/169 issued for a lot measuring 1a:1r:07.1p.

On 6 April 1929 the Vacuum Oil Co. Pty Ltd called for tenders for the erection of brick offices at company's installations at Hamilton (and 13 other towns).ⁱ

In April 1926 the company applied to Hamilton Borough Council for approval for the storage for bulk supplies of petrol, and the site was approved for the bulk oil store, the storage tanks to be situated in position approved by the council and the Chief Inspector of Explosives.

The Vacuum Oil Company was an American oil company known for its *Gargoyle* 600-W steam cylinder motor oil. After being taken over by the original Standard Oil Company and then becoming independent again, in 1931 Vacuum Oil merged with the Standard Oil Company of New York, commonly known as 'Socony Oil', to form "Socony-Vacuum Oil Company" in 1931, later called "Mobil". Mobil would merge with the Standard Oil Company of New Jersey to form ExxonMobil in 1999.ⁱⁱ

The Vacuum Oil Co. was operating in New Zealand by 1917; its advertisements targeted the farming industry.ⁱⁱⁱ

The company was preparing the site in January 1927, advertising for soil to be taken away.^{iv} In March 1927 the company applied for a sewer connection, and on 25 November 1927 Street and Street applied for a permit to build a benzine store for Vacuum Oil and on 9 October 1929 to build offices.^v On 5 February 1939 DC Street Construction Ltd applied for a permit for sump and platforms for Vacuum Oil. Further permits were issued including for an office and later alterations to the office; one relevant to the subject building would be the reconstruction of the drum platform on 28 April 1954 – by then it was for Caltex Oil (NZ) Ltd. The changeover to Caltex seems to be early 1954.^{vi}

As well as the store for drums of fuel, there were large tanks on site.



The building and a large oil tank beside it can be seen in this 1943 aerial photograph. The junction of the Main Trunk and Eastern lines is just to the right (east) of the building.
https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE25633469



The office building and some of the fuel tanks in c. 1960. HCL_07683

Building description

Simple form rectangular building with end gables; raised parapet.

A raised loading platform for trucks runs along the south-west façade with at least two doors opening onto it from the building. Painted signs for “oiled drums”, “clean drums”, “store” and “no smoking” high on wall.

The end elevation has “CALTEX OIL N.Z. LIMITED in black lettering on white painted band.

Current use is unknown. A much larger newer warehouse is also on site, closer to the road (15 Ellis Street).

Associative value: The Historic Place has a direct association with or relationship to two major fuel suppliers companies of historical significance to Hamilton and the Waikato.

It has a direct relationship to the industrial activities of Hamilton and Frankton and farming operations of the Waikato region.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns in that there was a change from residential to industrial in this area, and Frankton’s role as heavily involved in service industries.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

Rare early 20th century brick-constructed fuel store/ warehouse building.

CONTEXT

Setting, Group Value, Landmark Value, Context

The building remains in its original context, part of an area of heavy industrial buildings and businesses, and adjacent to the NIMT. The site continues as fuel storage.

Landmark when viewed from Ellis Street and also from Hamilton railway station across the Main Trunk Line.



The building (in centre) sits within an area of light industrial buildings, adjacent to the North Island Main Trunk Line, and across the lines from the Hamilton railway station. Google Maps 2023

ARCHAEOLOGICAL VALUES: Not known

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values		high		high-local
Physical / Architectural Values		high	high- local	high
Context and setting	high	high	high - local	high-local
Cultural Values				

Summary of heritage values: Built by Street and Street, prominent Hamilton builders, for US company Vacuum Oil. Tenders called in November 1927 for construction. Rare in Hamilton early 20th century brick-constructed industrial building. Later Caltex. Almost 100 years old.

Recommended ranking A, a b

No site visit.

Sources for information:

Gibbons, PJ *Astride the River: A History of Hamilton*, Hamilton City Council 1977

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared 2023
Surveyor/ Researcher Lyn Williams

Assessor: Laura Kellaway

ⁱ *Auckland Star* 6 April 1929 p.21

ⁱⁱ https://en.wikipedia.org/wiki/Vacuum_Oil_Company

ⁱⁱⁱ *Waikato Times* 28 June 1923 p.8

^{iv} *Waikato Times* 22 January 1927

^v HCC building permits register transcription

^{vi} Ibid. The permit information is not always clear as to which building is being referred to.

Building/ Site Name: Shop

Address: 226-8 Victoria Street [includes 222 Victoria St]



Google streetview 2023

District Plan Reference/ category:

Legal Description: Lot 1 DPS 5322 (formerly Pt Allotment 51)

Zoning:

Listed HNZPT: No

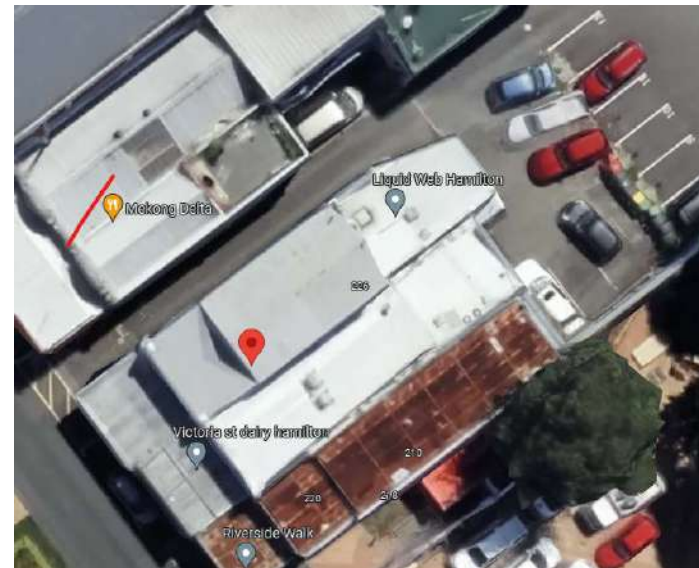
Date of Construction: 1903-04

Designer/ Builder: Architect Thomas Henry White/JP Murray, bricklayer and builder

Current use/Building type: Commercial/Commercial

Visible materials: Plastered brick in front, rear two-storey part has corrugated walls, corrugated iron roof.

Extent: All of Lot 1 DPS 5322 including the building and verandah.



HISTORY/ HISTORIC VALUES:

History/ Historic summary

A rare surviving building composed of a pair of shops, dating 1904. It was erected by Thomas W Maunder, one of several he had built in the early 20th century. He worked with FE Smith to design another building

It was occupied by photographic and camera dealers since 1928; Bell's Photography from 1928 and later Snapshot run by Maurice Boswell; Photocraft; Everybody's Buildings. Occupied by Self Help and Snapshot in 1960s (refer HCL_07732); Regal Dining Rooms 1939 (HCL_01090).



New Maunder building completed, occupied by Gaze & Co. (Henry Gaze) significant New Zealander photographer, and the Hamilton Café operated by Frederick Tonge, who advertised vegetables and oysters. The rear part of the property was occupied by early smith and motor engineer J Pomeroy. HCL_16630.



In 1919 photograph the building is on left-hand edge of photo; occupied by A Eady & Co. a piano warehouse at left and Oceanic Fresh Fish Co.. The two-storey building is the Theatre Royal. HCL_00131



The subject building is at left, occupied by the Regal Dining Rooms. 1939. HCL_01090.

Associated people

The owner of the property, who commissioned its construction, was Thomas Wills Maunders (1853?-1934), one of Hamilton's first property developers and investors, wealthy enough to not only own several properties along Tainui and Marama Streets and elsewhere, but to own and build many houses and substantial commercial buildings in Hamilton. He was a builder by trade. He owned Alexandra Buildings (H73).

Architect TH White was a renowned early Waikato architect

Henry Gaze was a well-known Hamilton photographer whose work has contributed much information to the history of Hamilton and its people.

Associative value: The Historic Place has a direct association with or relationship to, a person, and activity that is of historical significance to Hamilton.

Gaze renowned Waikato photographer; TW Maunders entrepreneur, builder and developer; TH White, prolific architect; Bell photographic supplies retailer and long association with the Boswell family who operated a significant photographic supplies shop for several decades.

Historical pattern: The Historic Place is associated with broad patterns of local history, including development and settlement patterns, social or economic trends and activities.

The building is associated with the development of the commercial area of Victoria Street and the importance of photography in 20th century New Zealand.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The building is made up of two main forms including a two-storey portion with a large front verandah; it is of an eclectic Edwardian design with unusual parapet detailing. It has lost its verandah posts which have been replaced recently; it is a traditional verandah roof, not suspended. It retains its corrugated iron cladding on the upper storey. One of its two shop fronts has been replaced recently in an unsympathetic style. It is a rare surviving building from the early 19th century on the eastern side of southern Victoria Street. It has previously been identified by local heritage experts as being part of the historic South End.

CONTEXT

Setting, Group Value, Landmark Value, Context

Its setting is consistent with small-scale late 19th-early 20th century buildings in the original commercial precinct. It has a moderate level of integrity. Recent modifications to the verandah and shop fronts have been unsympathetic. It has high value as a continuum of shops along the eastern side of Victoria Street which is being eroded with the loss of a number of heritage buildings.

ARCHAEOLOGICAL VALUES Not determined but this area relates to Kirikiriroa pa which was occupied by Ngati Wairere and may have remains of cultivations dating from pre-1863. Other buildings were on this site from post-1864.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The businesses in the building have included long-running photographic retail businesses, one of which was operated by the Boswell family for several decades.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	moderate	high	high-moderate/local
Physical / Architectural Values	moderate	moderate	high	high – moderate/local
Context and setting	high	high	high	high/local
Cultural Values				

Summary of heritage values: Rare surviving single-storey shop from early 20th century. Was occupied by photographic and camera dealers since 1904, with Henry Gaze of Gaze & Co., significant New Zealand photographer; Bell's Photography from 1928 and later Snapshot run by Maurice Boswell; Photocraft; Everybody's Buildings. Occupied by Self Help and Snapshot in 1960s,(refer HCL_07732); Regal Dining Rooms 1939

(HCL_01090). Built by TW Maunder in 1903 and designed by renowned and prolific architect TH White.

Recommendation:

It is recommended the building is ranked A under criteria a, b and c as being of high local significance in its own right but has additional heritage value as part of a group of surviving early 20th century shops in the historic South End.

Sources for information:

Gibbons, PJ *Astride the River: A History of Hamilton*, Hamilton City Council 1977

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared 2023

Surveyor/ Researcher: L Williams/ L Kellaway

Assessed by Laura Kellaway

Building/ Site Name: Jamieson Kindergarten**Address:** 70 Storey Avenue**District Plan Reference/ category:****Legal Description:** Lot 1 DP 20961; Local Purpose Reserve (Pre-School Education) NZGZ 1981 p 2191**Zoning:****Listed HNZPT:** No**Date of Construction:** 1958, opened 1959**Designer/ Builder:** Architect Errol Care-Cottrell**Current use/Building type:****Visible materials:** Painted brick, timber board and batten in front elevation; double-hung windows in front elevation; corrugated iron roof; timber joinery**HISTORY/ HISTORIC VALUES:****History/ Historic summary**

Private kindergartens operated in Hamilton from time to time; the first may have been the kindergarten and private school run by Mrs Benton at Claremont Villa in 1903.ⁱ Eveleen Chainey opened a kindergarten day school “for little folk from four years upwards” from late August 1908, in a house in Albert Street. She later shifted to Abbotsford Street and took in older pupils as well. Misses Brenda Hunter and M.A. Buckleton proposed starting a kindergarten early in February 1914; later in 1914 it was run by Misses Hunter and Russell in the Oddfellows’ Hall in Knox Street.ⁱⁱ In 1945 there were three private kindergartens operating.

A free kindergarten association was established in Hamilton in late 1920, and under its umbrella a kindergarten was started in St George’s Sunday School building in 1921; however the kindergarten closed in 1923. It was not until early 1946 that the Hamilton (now Waikato) Free Kindergarten Association was founded. The first kindergarten to be opened under their auspices was the Claudelands Kindergarten, initially in St Andrew’s Presbyterian Church Sunday School. The government provided a 2:1 subsidy for construction, but even so it took four years of fundraising by the community and the Kindergarten Association to raise the funds for purpose-built premises. Hamilton architects Leigh, de Lisle and Fraser designed the kindergarten, on River Road, the first purpose-built kindergarten in the region to fully comply with new government standards as to size, ventilation and sanitation.

A number of kindergartens opened in quick succession. By the end of 1959 there were seven kindergartens in Hamilton.

Hamilton architect Errol Care-Cottrell also prepared designs for kindergartens: in 1957 Jamieson Kindergarten at Storey Avenue (built 1958) and St Andrew's in 1966.ⁱⁱⁱ The Waikato Kindergarten Association, now called Kindergartens Waikato, has 22 kindergartens within Hamilton.

Jamieson Kindergarten had opened as Maeroa Free Kindergarten in 1954, in the Miro Street Methodist Church hall. After much fundraising (bottle drives, raffles, socials, house-to-house appeals), the community was able to support the new building, designed by Hamiltonian Errol Care-Cottrell.

It was named after Isabella Macandrew Jamieson (c.1882-1964), a Hamiltonian who had been greatly involved with the kindergarten movement in Christchurch and Hamilton; she was president of the Hamilton branch of the NZ Free Kindergarten Association when it was established in 1945, a role she remained in until 1962. Jamieson was on the national executive of the Kindergarten Union. She also helped set up the 'kindergarten of the air' radio service in New Zealand, inspired by that set up in Australia in 1943. When on the Hamilton High School board she helped establish Sonning Hostel, and saw the school through its division into separate boys' and girls' schools in the 1950s. She was involved with the YWCA and the First Presbyterian Church in Frankton.

Jamieson was recognised in the presentation of a MBE in June 1959 for services to education. She was an energetic, capable, caring, forward-thinking woman whose main concern was for the betterment of the young.^{iv}

Associative value: The Historic Place has a direct association with Isabella Jamieson, an advocate for preschool education and kindergarten institutions, of historical significance to Hamilton.

Historical pattern: The Historic Place is associated with broad patterns of local, regional and national history, notably the establishment of free kindergarten education. As the suburbs developed and populations grew, the need for kindergartens grew and their construction is indicative of settlement patterns.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

A contemporary design by architect Errol Care-Cottrell with special attention to the outdoor areas and scaling for little children.

CONTEXT

Setting, Group Value, Landmark Value, Context

It is set in residential suburb across the road from Forest Lake Primary School. It is set below the road but has landmark value.

ARCHAEOLOGICAL VALUES Not known

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

It has sentimental value for decades of Forest Lake-Maeroa children.

Summary of assessed significance and management category (ODP)

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	moderate			moderate
Physical / Architectural Values	moderate	moderate/local		moderate
Context and setting	moderate			moderate
Cultural Values				

Summary of heritage values: Opened in 1959 and named after Isabella Jamieson MBE to acknowledge the work she had undertaken to establish kindergartens in Hamilton. The kindergarten had been established in 1954 as Maeroa Free Kindergarten. Designed by Hamilton architect Errol Care-Cottrell who was an important Hamilton architect.

It is one of a small group of kindergartens, which includes Miropiko Kindergarten, that were designed in the 1950s and 1960s by prominent architects as the role of the kindergarten in pre schooling came to the forefront, from a voluntary organisation.

Sources for information:

Gibbons, PJ *Astride the River: A History of Hamilton*, Hamilton City Council 1977

Williams, Lynette "A Thematic Review of the History of Hamilton", a technical report (Draft) for Hamilton City Council 2022

Form prepared 2023

Surveyor/ Researcher L Williams, L Kellaway

Viewed from street

ⁱ *Waikato Argus* 24 September 1903

ⁱⁱ *Waikato Argus* 11 September 1913; *Waikato Times* 29 January 1916

ⁱⁱⁱ Waikato Museum Errol Care-Cottrell collection

^{iv} Williams, Lyn "Isabella Jamieson; the Dead Tell Tales, *Waikato Times* 21 September 2019

Building/ Site Name: Hamilton West Cemetery

Address: 59 Willoughby Street



View to the north.



The central path with box hedges.



View to the east, with lych gate visible at top left.

District Plan Reference/ category:

Legal Description: Allotments 213 and 214 Town of Hamilton West

Zoning: Local Purpose Reserve (Cemetery)

Listed HNZPT: No

Date of Construction: circa 1870 -

Designer/ Builder: n/a

Current use/Building type: Cemetery (Closed)

Visible materials: stone, metal railings, and concrete grave markers and surrounds. Lawns, shrubs and plantings. Shell pebble central path. Wooden lych gate entrance (non-heritage). Metal boundary fence.

Size: 0.81 ha

HISTORY/ HISTORIC VALUES:

History/ Historic summary

Hamilton West Cemetery was established in late 1870-71 after pressure by residents of Hamilton West, who often found they could not access the Hamilton East Cemetery when the punt across the Waikato River was out of service. They were still asking for a local cemetery in June 1870. Allotments 213 and 214 Town of Hamilton West were surveyed as militiamen's grants, but rather than being allocated they became classed as recreation ground and later, domain, lying adjacent to the town belt.

The earliest known grave is for a woman who died in November 1870, although she may have been memorialised at a later date; the earliest headstone is for Fanny Jolly, who died in February 1869, but it is certain that she was not buried here.

The cemetery has suffered from neglect, mismanagement, vandalism and rank vegetation. The condition of the road approach to the cemetery was also of concern and in 1882 the cemetery was considered "little better than a swamp" The council undertook major drainage works to improve the situation. In 1884 the borough council formed a public cemeteries bylaw, with regulations around employment of a sexton, permits to bury, and care and maintenance.

By 1921 the cemetery was running out of room for new interments and in 1969 council's intention to close the cemetery was advertised; this did not apply for pre-booked burial plots. The last burial occurred in 1975. The cemetery was gazetted a Local Purpose Reserve in 1988.

In 1999 a new management plan was adopted by council and maintenance plan written. In 2004 many headstones were removed, as well as a hedge along the Willoughby Street boundary. In 2005 a new entrance with lych gate was built and new 'pool type' fences erected around the cemetery.

A conservation plan was prepared in 2013 including a heritage landscape assessment; this was undertaken as the cemetery had been previously identified as historic heritage.ⁱ



A c.1910 view looking to the north from A3A section, showing the truncated column erected by John Gordon (of Gordonton) for his first wife Susan. Breckon Collection, Auckland War Memorial Museum DU436.142 H21.



The grave of Mrs Brewis, 1913 HCL_11064



Central pathway prior to planting of box hedges and pebble path.



Aerial photograph taken 20 March 1961 shows the cruciform layout, with entrance off Willoughby Street. Hamilton Libraries.

Associative value: The Historic Place has a direct association with or relationship to people of Hamilton, Frankton and the wider Waikato, in relation to the burial of residents or hospital patients and is of historical significance to Hamilton and the Waikato.

Historical pattern: The Historic Place is associated with broad patterns of local, regional or national history, including development and settlement patterns, social or economic trends and activities. The cemetery was positioned adjacent to the Town of Hamilton West and as Frankton developed it became the local cemetery for Frankton residents as well. It is associated with early transportation routes as it was close to Frankton railway station and several people were brought here by train for burial.

Layout of rows and blocks reflects fashions in cemetery management. One area was set aside for Catholic burials, another two areas for stillborn or newborn babies.

PHYSICAL QUALITIES

Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The cemetery is laid out in a symmetrical grid dissected into four quadrants separated by lawn or shell paths, the latter being a modern addition. The graves are mostly in parallel rows but there are anomalies, with some graves facing into the cemetery, others mostly facing south-east – dependent on location within the cemetery and space available.

The headstones include those made by local stonemasons and others from Auckland.

Possibly a third of the headstones and grave surrounds have been removed under a former council management plan; many others are in

disrepair. However those remaining have value in illustrating changes of fashion in style and materials.

CONTEXT

Setting, Group Value, Landmark Value, Context

The cemetery remains within close proximity of the town belt but is surrounded on three sides by sports fields and associated buildings such as the stadium.

Some of the shrubs are over 110 years old, notably a camellia that is shown in the 1913 photograph of Mary Brewis's grave. A large macrocarpa dominates the south-western corner, although it is situated outside the cemetery fence.ⁱⁱ

Although the cemetery is small there is some variety in internal character, with more elaborate Victorian headstones in some areas and more uniform plainer monuments in others.

ARCHAEOLOGICAL VALUES: Not established though the cemetery and its drains existed prior to 1900 and any further ground disturbance must take archaeological values into account. The cemetery is within the rohe of Whatanoa Paa to the north.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

The cemetery embodies sentiment for those people who were buried in it, and shows a continuity of the make-up of the populace, with a range of ages, occupations and status; a few servicemen are buried here, some marked with the standard marker. There are few Maori burials in this

cemetery, but buried here is William Searancke, the grandfather of Princess Te Puea Herangi and other members of the Herangi whanau. The cemetery is also part of the rohe of Whatanoa Paa and its urupa.

The inscriptions provide much information about the people buried here, and by extension, the people of Hamilton West and Frankton.ⁱⁱⁱ

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	moderate	high	high
Physical / Architectural Values	moderate			
Context and setting	high	moderate		high
Cultural Values	high	high		high

Summary of heritage values: Hamilton West Cemetery is the second oldest civic cemetery and as such has considerable historic significance, not just of particular Hamilton and Waikato residents, but of the development of the settlement for almost 160 years. In Opus report 2001 Review and assessment items and archaeological sites in Hamilton City assessed as B ranking. Established late 1870, served the Hamilton West and Frankton communities and Waikato Hospital. Contains c.1612 burials, including children, prominent residents, mayors and Members of

Parliament, business people, those associated with the railways, and servicemen.

Hamilton West Cemetery is a significant cultural and historic landscape of very high local significance.

Recommendations: That Hamilton West Cemetery is scheduled with an A ranking under categories a, b, c and f as having high local significance. While it has a conservation plan there is no planning framework and no protection rules for heritage landscapes in the Operative or Proposed District Plan and this needs to be addressed.

Sources for information: “Hamilton East & Hamilton West Heritage Cemeteries Conservation Plan, 2013” unpublished ms, HCC

Form prepared 2023

Surveyor/ Researcher: Lynette Williams

Assessed by Laura Kellaway

ⁱ “Hamilton East & Hamilton West Heritage Cemeteries Conservation Plan, 2013” unpublished ms, HCC

ⁱⁱ See the Conservation Plan for a full landscape assessment including identification of shrubs and trees.

ⁱⁱⁱ Many articles have been written about people buried in the cemetery in Lyn Williams’s series “the Dead Tell Tales” published by the Waikato Times.

Building/ Site Name: Little Bull

Address: Hamilton Gardens Victorian Flower Gardens [140A Cobham Drive]



<https://www.stuff.co.nz/waikato-times/news/121841035/stat-you-lots-of-love-for-hamiltons-remaining-statues>

District Plan Reference/ category:

Legal Description: Section 27 Hamilton East Town Belt; Recreation Reserve NZGZ 1985 p. 141

Zoning:

Listed HNZPT: No

Date of Construction: 1967-68; installed 1968ⁱ

Designer/ Builder: Molly Macalister

Current use/Building type: Public art/Sculpture

Visible materials: Bronze. Now highly polished in parts as it has been much loved.

HISTORY/ HISTORIC VALUES:

History/ Historic summary

Little Bull is Hamilton's first large-scale public sculpture, the first example of civic art. In 1964, in order to celebrate Hamilton's centenary as a European settlement, the Hamilton Jaycees offered a prize for a sculpture competition. "This support of a public work reflects the growth of interest in the visual arts In a broad sense, the publicity about the competition fostered an increased awareness of the visual arts and encouraged people to consider the development of Hamilton's cultural amenities".ⁱⁱ

A panel of two nationally-renowned judges plus the Hamilton Mayor Dr Denis Rogers, Campbell Smith the president of the WSA, and Les Grocott, a Jaycee, chose Macalister's work from the five entries. The design caused considerable controversy when it was selected. It cost £4000, with some of the money being raised by public donations.

The sculpture weighs half a tonne and was lifted onto the site with the aid of a mobile crane.

The sculpture was formally accepted by the Mayor Dr Denis Rogers on 20 April 1968 before a crowd of about 100 people.ⁱⁱⁱ It was immediately fondled and clambered over by several children. The director of the Queen Elizabeth II Arts Council, David Peters, in his speech at the unveiling said the city council had set a pattern for New Zealand in their co-operation in accepting a piece of public art, and that public spaces should be the home of works of art.^{iv}

Little Bull was positioned in Hamilton's first landscape-designed Modernist Garden – the conservatory was originally Modernist in design also.

It has proven very popular, as Macalister intended. Art historian Michael Dunn noted: “it was intended as a play sculpture for children, so that its safe contours without sharp edges have functional as well as conceptual justification”.^v

Molly Macalister (1920-1979) was a renowned nationally-significant artist whose work is exhibited around the country. She began her work in the 1930s, but her first major commission was not until 1964, the “Maori Warrior” commissioned for Auckland.

Little Bull is listed in Hamilton City Council’s public arts policy statement, and in the Opus 2001 report Review and assessment items and archaeological sites in Hamilton City it was assessed as B ranking.

Associative value: The Historic Place has a direct association with or relationship to a person, group, institution, event or activity that is of historical significance to Hamilton. The sculpture was the centennial gift by the Hamilton Jaycees to the city and is the work of a renowned New Zealand artist. It reflects the important association that Hamilton has with the agricultural industry, and dairying in particular.

Historical pattern: The Historic Place is associated with broad patterns of local history, including cultural trends and activities. As the first item of public art in Hamilton, it set a trend and increased awareness of the visual arts.

PHYSICAL QUALITIES

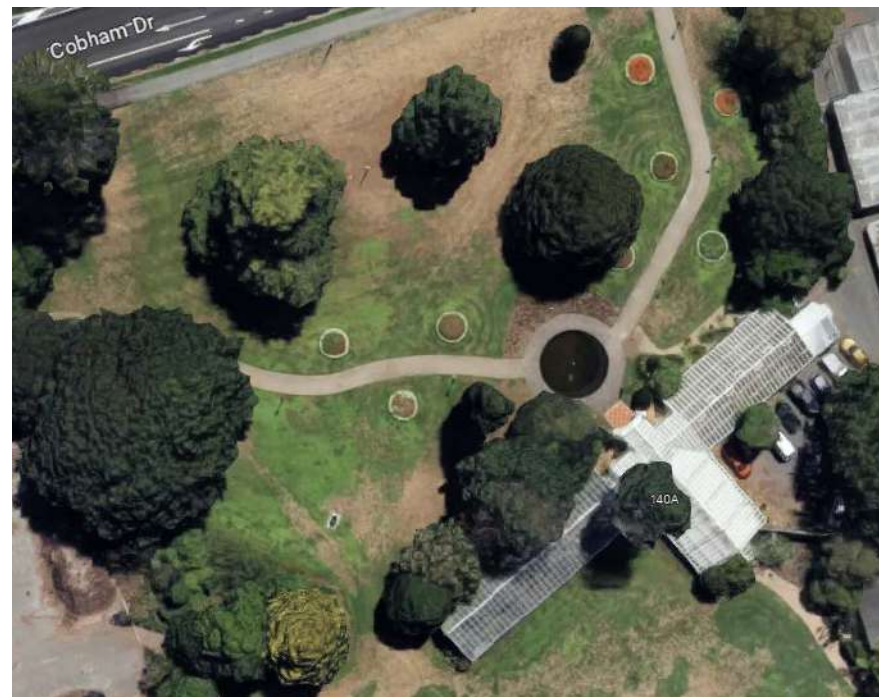
Style, Type, Design, Technological value, Rarity, Designer or Builder, Integrity

The design is significant to the history of the Waikato’s agricultural industry; it is unique. It retains strong integrity in its setting.

CONTEXT

Setting, Group Value, Landmark Value, Context

The sculpture is in a formal garden setting in its original context. Little Bull was positioned in Hamilton’s first landscape-designed Modernist Garden – the conservatory was originally Modernist in design also.



Little Bull is situated in the lawn in lower left corner of the image, with the conservatory to the lower right. Google Maps 2023.

ARCHAEOLOGICAL VALUES: Not known but the site is within the rohe of a Ngati Wairere pa and known early-19th century cultivations.

CULTURAL VALUES

Sentiment, Identity, Continuity, Symbolic or Commemorative value, Education and Information

Little Bull gives a visible image of the city's culture and references its situation as being heart of the agricultural industry of the Waikato. It is much loved by adults and children alike, as is evidenced by the high polish on the bronze surface, the result of much fondling and affectionate rubbing by appreciative visitors over the years.

The Hamilton Jaycees had developed the children's playground at the lake and Commerce Park by the river and undertook many other fundraising and supportive programmes in the city.

Summary of assessed significance and management category

Place:				
Heritage Values	Geographic significance	External authenticity	Rarity	Assessed value
Historic Values	high	high	high	high
Physical / Architectural Values	high	high	high	high
Context and setting	high	high	high	high
Cultural Values	high	high	high	high

Summary of heritage values: Little Bull, the bronze work sculpted by Molly Macalister who won a competition in 1967, was Hamilton's first piece of public art, so radical at the time that it proved controversial but was part of Hamilton's cultural awareness. It is of high historical significance.

Little Bull should be scheduled as an Historic Heritage Item with A ranking.

Sources for information:

Dunn, Michael *New Zealand sculpture : a history* Auckland University Press 2002

Lyon, Megan "Modernism meets Hamilton : a Waikato art controversy, 1955-1967", *Art New Zealand* Spr 2001 pp119-122

Woodward, Robin "The sculpture of Molly Macalister" *Art New Zealand* 26 (1983) p.32

<https://teara.govt.nz/en/biographies/5m2/macalister-molly-morell>

"Hamilton's first public sculpture" *Waikato Times* 18 April 1968 p.16 – a full page of information relating to the sculpture plus advertisements for the Jaycees and sponsors.

Form prepared 2023

Surveyor/ Researcher: Lyn Williams; Waikato Historical Society

Assessor: Laura Kellaway

ⁱ "Little Bull now in residence" *Waikato Times* 16 April 1968 p.1

ⁱⁱ Lyon, Megan "Modernism meets Hamilton : a Waikato art controversy, 1955-1967", *Art New Zealand* Spr 2001 p.120

ⁱⁱⁱ "Children rush Little Bull", *Waikato Times* 20 April 1968

^{iv} Ibid.

^v Dunn, Michael *New Zealand sculpture : a history* Auckland University Press 2002

